



# ***Surface Force Training Manual***

***(Short Title: SURFORTRAMAN)***

COMNAVSURFORINST 3502.1A  
CNSF N7  
7 APRIL 2003

**COMNAVSURFORINST 3502.1A**

Subj: SURFACE FORCE TRAINING MANUAL

Ref: (a) COMFLTFORCOMINST 3501.3 (Fleet Forces Command Fleet Training Strategy)  
(b) NWP 1-03.3A (Status of Resources and Training System (SORTS))  
(c) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D (SORTS Readiness Reporting)

1. **Purpose.** To promulgate a revised Surface Force Training Manual to be used by all ships, staffs, and units of the Naval Surface Forces, U.S. Pacific and Atlantic Fleets.

2. **Cancellation:** COMNAVSURFORINST 3502.1

3. **Revision.** This instruction should be reviewed in its entirety. This revision includes significant changes to the plan for ships' basic training. These changes include refinements to the criteria for basic phase training introduced in the previous edition in support of reference (a). This manual contains new reporting requirements for CART I, revised certification criteria, new requirements for inport training, new exercise requirements, and changes in required schools. In support of "surge requirements" this revision puts increased emphasis on maintaining certification currency throughout the employment cycle and sets the bar for end-of-basic-phase training for ships to be ready for immediate deployment.

4. **Discussion**

a. This instruction provides guidance for the conduct of the Surface Force Training Program for all ships and units of the Naval Surface Forces, U.S. Pacific and Atlantic Fleets, with the exception of Patrol Craft (PC) ships, which will continue to use their existing training manual until decommissioned.

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b. Surface Force Training Bulletins, which support this manual, will be posted as needed on the TYCOM websites.

c. Some new exercise requirements listed in Appendix A have not yet been promulgated by the Naval Warfare Development Command in the appropriate FXP publications. These new exercises will be posted on each TYCOM website until they appear in the appropriate publications.

d. The reporting of individual unit readiness is accomplished according to references (b) and (c). This instruction contains amplifying readiness reporting information.

e. This manual will be posted on each TYCOM website in ".pdf" format. Paper copies will be distributed only to ships and other units of the Surface Force, ISICs and other afloat staffs and certain training activities.

f. This Manual may be cited by its short title:  
SURFORTRAMAN (STM)

//Signed//  
T. W. LAFLEUR

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SNDL Parts 1 and 2

24D1	Surface Force (N1, N2, N3, N41, N42, N43, N6, N8)
26A	Amphibious Group
26C	Beach Group
26DD1	Mobile Diving and Salvage Unit and Det LANT
26DD2	Mobile Diving and Salvage Unit and Consolidated Divers Unit PAC
26GG	EOD Group and Unit
26E1	ACU TWO, ACU FOUR and BMU TWO only
26E2	ACU ONE, ACU FIVE and BMU ONE only
26T2	RSO San Diego
28A	Carrier Group
28B	Cruiser-Destroyer Group
28C	Surface Group and Force Representative
28D	Destroyer Squadron
28I1	IBU LANT
28I2	IBU PAC
28L	Amphibious Squadron
29A	Guided Missile Cruiser (CG)

29E	Destroyer (DD) 963 Class
29F	Guided Missile Destroyer (DDG)
29AA	Guided Missile Frigate (FFG) 7 Class
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31H	Amphibious Assault Ship (LPH) (LHA)
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31M	Tank Landing Ship (LST)
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## RECORD OF CHANGES

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LIST OF EFFECTIVE PAGES

The following is a list of pages in effect. "0" indicates the original as printed in this edition.

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## CHAPTER 1

### GENERAL INSTRUCTIONS

#### SECTION 1

#### INTRODUCTION

Ref: (a) COMFLTFORCOMINST 3501.3 (Fleet Forces Command Fleet Training Strategy)

1101. **Executive Summary**. The Surface Force Training Manual (Short Title: SURFORTRAMAN) is the primary source of policy, direction and requirements for all aspects of basic phase training. Basic phase training must be a continuous process throughout the IDTC and deployment because skills atrophy, people rotate, and, even in instances where repetition seems to be sufficient, absent a formal approach to training, complacency and the potential for accidents increase. The concept of basic phase training in this manual is based on the following:

a. At the start of the scheduled Basic Phase Training Period, there will be an ISIC-conducted assessment (CART II, IA), assisted by the appropriate ATG organization, to determine the ship's training objectives. The purpose of this assessment is to lay out the training syllabus to be followed during the formal phase of basic phase training. The goal to be achieved by the conclusion of FEP is a ship that will be ready to commence intermediate and advanced training under the numbered fleet commander or, if required, to be "surge ready" in the event national tasking requires ships to be ready for immediate deployment. "Surge ready" means the ship has achieved Training Level II per Article 2306 in all required Basic Phase Certifications. It does not mean that ship is prepared for battle group or other multi-unit operations.

b. The training syllabus will be tailored to the training objectives identified during the assessment. The concept is to devote critical resources to those areas where improvement is required rather than polishing other areas in which the ship can demonstrate that satisfactory levels of performance have been maintained. The length of the training periods will be determined by the ISIC in conjunction with the commanding officer and with ATG input.

c. Required training periods will be scheduled in the ship's employment schedule to minimize unnecessary interferences with completing basic phase training requirements. ISIC, TYCOM and Fleet schedulers need to work closely together to achieve this result.

d. The training effort is focused on developing training team expertise and watchstander proficiency as well as completing specific certifications. The training plan is developed by the commanding officer and approved by the ISIC, with assistance of the ATG, which is the TYCOM's primary training organization. The use of the ATG is not optional. Participation by ATG not only eases the burden on the ISIC but also promotes standardization in training procedures across the Surface Forces.

e. TYCOM certification criteria are provided in primary mission areas and a wide variety of core competencies in order to promote standardization, remove subjectivity in evaluations, and assist both trainers and trainees to focus on what needs to be accomplished.

f. The formal portion of the basic phase of training is marked by completing the Final Evaluation Problem (FEP) during which the ship will demonstrate that it is ready to proceed to Intermediate and Advanced Training phases under the auspices of the numbered fleet commander or, if required, to be ready for immediate deployment to support national tasking. A detailed report of the ship's performance during FEP will be sent by the ISIC to the TYCOM providing the ship's status, any outstanding training deficiencies, and a POAM to correct.

g. FEP does not mark the end of basic phase training, only the end of the formal phase of a process that continues throughout the IDTC and deployment. Sustaining basic level skills is the foundation on which higher performance is based. An active program, utilizing the shipboard training team organization, is required in all portions of the ship's employment to preserve these skills. Additionally, specific, reportable exercises, listed in Appendix A, are required on a repetitive basis to support proficiency training. In most cases, to claim credit for these exercises, they must be organized, observed, and evaluated by the appropriate ship's training team.

h. The SURFORTRAMAN is organized as follows:

- (1) Chapter 1, General Instructions.
- (2) Chapter 2, Surface Force Training. This chapter is vital to understand the nature and scope of the formal phase of Basic Phase Training. It discusses assessment procedures in detail, how the formal phase of basic phase training is conducted, COMNAVSURFOR approved certification criteria in various mission areas and core competencies and required periodicities, inport training requirements, evaluation criteria for training teams, watchteams and watchstanders.
- (3) Chapter 3, Shipboard Training Teams, describes the "sustainment" phase of basic phase training: how training teams are organized, evaluated, and how proficiency training for watchteams and watchstanders is conducted. Taken together, Chapters 2 and 3 are the heart of this manual; everything else is in support.
- (4) Chapter 4, Shipboard Training Administration, is intended to be an assist to the Executive Officer, Operations Officer, and Training Officer.
- (5) Chapter 5 Awards. The awards process should be positive, achievement-oriented, and measurable. The awards programs is focused on the positive achievements of ships, meeting measurable standards and limiting perceptions of subjectivity. Of course, there are specific instances of commission or omission that are inconsistent with the concept of "excellence" and are disqualifying for award purposes. The awards program is detailed here.
- (6) Appendix A, Exercise Requirements, by ship class, lists those exercises that are required to maintain basic phase proficiency throughout the IDTC.
- (7) Appendix B, Training Readiness Capping, lists the situations where over-riding conditions may require TRMS-generated training elements of the SORTS mission/resource categories to be reported lower than would otherwise be the case, due to the lack of some specific exercise completions or events. Operations Officers need to be familiar with this section.
- (8) Appendix C, Exercise Equivalencies reflects the full range of exercise requirements that can be completed using approved scenario generation devices, including BFTT. Appendix C should not only be consulted to see what exercises can be accomplished through simulation, but what simulation events can be planned and executed in port for preparation for underway periods, planned underway exercises, etc., to make best use of expensive sea time.
- (9) Appendix D, Formal School Requirements, list the "F" and "T" Schools that SURFOR ships and units must complete.
- (10) A Glossary and Index complete the manual.

1102. **Purpose.** As directed in reference (a), the purpose of this manual is to provide the policy and minimum COMNAVSURFOR requirements to assist the ISIC and commanding officer to develop a comprehensive Basic Phase training program that integrates a sequence of individual, team, and unit training evolutions in all mission areas and core competencies applicable to the Naval Surface Force. It is



the primary directive for planning, scheduling, and executing all training requirements within the Naval Surface Forces.

a. This manual includes formal training requirements applicable to ships and units of the Surface Forces. This manual does not address billet sequence training, NEC related training, or NTSP identified training requirements. These requirements are covered in BUPERS directives, EDVRs and NTPs and vary considerably, often from ship to ship within a class, based on specific configurations. It would be impractical as well as redundant to try to capture that information in this manual.

b. Within available spending limits, the training requirements in this manual are those that the surface Type Commanders are committed to fund. While ideally all required pipeline training would be centrally funded, the surface Type Commanders recognize that ships will have to use TYCOM funding to correct specific critical deficiencies that cannot be filled by the normal distribution system.

1103. **Overview.** The primary goal of Basic Phase training is to ensure that deploying units are fully ready to perform all designated missions. The requirements established in this manual support this goal and are predicated on the following guidelines.

a. **Planning and Scheduling.** The development and execution of a well-formulated unit training plan is essential to the successful maintenance of unit readiness and is the responsibility of each command. The planning and scheduling of inter-deployment training shall incorporate the requirements of this manual and will be in accordance with the modular scheduling guidelines of the appropriate operational commander.

b. **Training Methodology.** Training is based on the assess, train, and certify method, as follows:

(1) Conducting a two-part Command Assessment of Readiness and Training (CART). Phase I is conducted by the CO during deployment. Phase II is an ISIC conducted and ATG supported assessment of the ship's mission area proficiency that identifies specific training strengths and deficiencies. It is the basis of a tailored training syllabus for the ship to execute.

(2) Developing a tailored training syllabus, prepared by the commanding officer and approved by the ISIC. Training is conducted with ATG support.

(3) Completing required certifications as outlined in chapter 2. Specific criteria are provided for the ISIC, supported by the Afloat Training Groups, to evaluate completion of certification objectives.

(4) Conducting a Final Evaluation Problem (FEP) at the completion of the designated Basic Phase training period.

c. **Exercise Requirements.** This manual consolidates all ship and unit exercise requirements of the Fleet Exercise Publications (FXPs) and other training directives into a single document. Specific training requirements are identified and organized for proficiency maintenance training for each unit type and mission area.

d. **Schedule Execution.** Due to fiscal and scheduling limitations, the training opportunities that are available to units of the Naval Surface Forces are limited and must be optimized. Commanding officers should make every effort to prepare for and execute the training provisions of their quarterly employment schedules, once approved. Additionally, whenever possible, commanding officers are enjoined to creatively pursue the parallel accomplishment of any unscheduled training opportunities that may arise. When outside services (e.g., aircraft, ships, observers, training ranges, etc.) are involved, units that are unable to participate in scheduled training events should notify their ISIC immediately so that these scarce training resources may be re-allocated to other units.

e. **Objective Based Training.** The task of training will be facilitated through the use of Objective Based Training (OBT), which defines, in a single source, all afloat training objectives for each ship class. OBT is a library of mission specific tasks for all watch teams and watch stations. OBT defines what must

be trained, how it will be trained, and how well it must be performed. The library of OBT terminal and enabling objectives is maintained by the ATGs.

f. Simulation Based Training. Simulation based training provides, in many cases, either an effective alternative or an effective complement to underway exercises. The use of onboard and other available training devices under the supervision of shipboard training teams shall be conducted whenever possible. Appendix C displays the full range of possibilities of use of approved simulation devices to complete required training. Ships will be required to demonstrate proficiency in the use of all onboard training devices. If the Battle Force Tactical Training (BFTT) system is installed, it will be employed as the primary tactical warfare training device.

g. Reporting. Satisfactory completion of the training and exercise requirements contained in this manual is the primary basis for measuring unit readiness within the Naval Surface Forces. It is therefore important that subordinate commands report their training accomplishments in a timely and accurate manner, so that higher echelons of command can monitor individual unit readiness. The vehicle for reporting the completion of required training is the Training Report (TRNGREP), which is discussed in Chapter 4.

1104. Applicability. The provisions of this manual apply to all ships and units (e.g., TACRON Dets, ACU Boat and LCAC Groups, LCUs, BMU Beach Party Groups and Teams, PHIBCB Dets, EOD Dets, NCW Units) of the Naval Surface Forces, except Patrol Craft (PC). Due to pending decommissioning, PC class ships will continue to use the existing SPECWAR training manual, absent SPECWAR requirements. During training periods with the Afloat Training Groups, PCs will follow USCG model for IDTC training. Distribution of applicable portions of this manual also includes Military Sealift Command military departments for use as desired when providing service support, and ships of the U.S. Coast Guard when conducting training. As new ship classes and ship systems are added to the Naval Surface Forces, new or revised training evolutions will be added to the appropriate sections of this manual.

SECTION 2

RESPONSIBILITIES

Ref: (a) COMFLTFORCOMINST 3501.3 (Fleet Forces Command Fleet Training Strategy)  
(b) OPNAVINST 3120.32C (Standard Ship's Organization and Regulations Manual)

1201. **Commander Naval Surface Force:** Overall management of surface force training, policy and procedures in accordance with reference (a).

1202. **Type Commander:** Responsibilities of the Type Commander include:

- a. Management of Basic Phase surface force training.
- b. Development of new or revised training evolutions, subsequent publication through the appropriate FXP or other appropriate means, and implementation as training plan modifications.
- c. Identification of training support service requirements to be provided by other commands for surface units.
- d. Annual review of the Surface Force Training Program.
- f. Coordination between TYCOMs to ensure ongoing training standardization.
- g. Assisting Commander, Naval Reserve Force (COMNAVRESFOR) in identifying training support and service requirements for NRF class ships units.
- h. Provide surface force training guidance to the Afloat Training Groups

1203. **Immediate Superior in Command (ISIC).** The ISIC monitors and provides overall supervision for the conduct of each assigned unit's progress throughout the training cycle and participates in selected evolutions. Additionally, the ISIC will:

- a. Ensure compliance of assigned units with the Surface Force Training Manual.
- b. Assist commanding officers in the coordination of CART II evaluations and FEP, to include scheduling assistance, liaison with the Afloat Training Group (ATG), and act as senior assessor during CART II and FEP.
  - (1) Approve commanding officers' tailored training plans for the conduct of Tailored Ship Training Availabilities (TSTAs).
  - (2) Conduct CART II and FEP, supported by ATG.
- c. Conduct required certifications of assigned ships as outlined in chapter 2, using the specific evaluation criteria provided in this manual and the support of the ATG..
- d. Review and approve inter-deployment training plans of assigned units and monitor their execution. Coordinate unit requests for training services and coordinate scheduling of ship assist/certification visits.
- e. Approve ship scheduling, coordinate schedule requests through the chain of command and quarterly fleet scheduling conferences, and monitor basic phase exercise completion.

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f. Monitor performance of assigned units participating in training. If progress is unsatisfactory, an ISIC recommendation shall be forwarded to ALCON detailing specific shortcomings and additional training time requested.

g. Ensure adequate re-evaluation of skills found to be unsatisfactory or incomplete following completion of TSTA.

h. Monitor intermediate and advanced phase training through liaison with tactical commanders/immediate operational commanders, OCEs for major fleet exercises, and battle group commanders/amphibious ready group commanders.

i. Administer the Battle Efficiency Award program for assigned units.

1204. **Afloat Training Groups**: The Afloat Training Group is the TYCOM's "executive agent" for training. The use of the Afloat Training Groups by the ISIC and CO during basic phase training assures standardization in conducting and assessing training and is required.

1205. **Commanding Officer**: One of the principal responsibilities of the commanding officer is to ensure the development of a viable shipboard training program. The commanding officer will:

a. Achieve, as a minimum, the training readiness objectives specified in the Surface Force Training Manual. To this end, the commanding officer shall periodically review and update the ship's long-range training plan to ensure proper planning and coordination with the ship's projected employment schedule.

b. Conduct a Command Assessment of Readiness and Training (CART) per Chapter 2, Section 2 of this manual and propose schedule modifications to help the ship conduct required training.

c. Tailor inter-deployment training objectives as determined by the CART process and approved by the ISIC.

d. Use every opportunity to achieve and maintain unit proficiency by effective use of onboard training devices and simulation.

e. Aggressively prepare ship systems and personnel for scheduled training events, including the accomplishment of all prerequisite training and systems level tests required to progress from basic level training to intermediate and advanced level training.

f. Evaluate and report primary and secondary mission area training readiness by:

(1) Establishing the formal training teams described in Chapter 3, Section 1 of this manual.

(2) Reporting completed training evolutions by TRNGREP per Chapter 4, Section 2 of this manual based on commanding officer's assessments during the scheduled basic phase period and using the criteria for individual exercises called for in FXPs in subsequent training phases.

(3) Requesting and reporting equivalence for an exercise when, in the commanding officer's judgment, the exercise in question is adequately represented by the equivalency and the objectives of the exercise are met.

(4) Ensuring the timely and accurate reporting of the ship's exercise accomplishments and mission area training readiness per Chapter 4 of this manual.

g. Ensure internal administration of training in the command is well organized and is maintained per the guidelines in Chapter 8 of reference (b) and amplifying Fleet and TYCOM directives. The use of available IT (Information Technology) programs to maintain training plans, lesson guides, and attendance records is encouraged.

SECTION 3

NAVAL RESERVE FORCE TRAINING AND READINESS

Ref: (a) COMNAVSURFRESFORINST 3502.1C (COMNAVSURFRESFOR Master Training Plan)

1301. **General.** The Naval Reserve consists of Ready, Standby, and Retired Reservists. Reservists in a pay status are called Selected Reservists (SELRES). Selected Reservists are organized into units with specific mobilization billets, generally on board active commands ("gaining commands") or as stand-alone units. Training of those units not assigned to Naval Reserve Force (NRF) ships may be accomplished at Reserve Centers or Readiness Commands, on board active ships or at the gaining command site, or as directed by higher authority during weekend Inactive Duty Training (IDT) periods and/or two week Annual Training (AT) periods. The establishment of a close working relationship between the parent command and their naval reserve unit(s) is required to maximize readiness for mobilization.

1302. **Training Philosophy.** A primary objective in the training of the SELRES is the integration of individuals and units with their active duty counterparts. This integration permits the SELRES to perform the same or similar functions as those personnel assigned to active duty and enhances their ability to perform their assigned mission when mobilized. To the maximum extent possible, commanding officers should work to foster a close working relationship with their counterpart reserve units by frequently communicating with them, coordinating the embarkation/debarkation of reserve unit personnel, and developing tailored training programs designed to optimize limited reserve active duty training and personnel qualification opportunities. To achieve these goals, commanding officers must recognize the inherent limitations of the Reserve training environment and develop innovative programs to overcome these limitations. Stand-alone reserve units will work in close coordination with their ISICs and supported/supporting commanders. Training of reservists will be conducted per reference (a).

a. **Reserve Training Environment**

(1) Inactive Duty Training (IDT) is accomplished two days per month, usually on the weekend; Annual Training (AT) is accomplished two weeks per year.

(2) Training for individual reservists must be sequenced, well orchestrated, well defined, and must account for inherent problems of discontinuity. Close coordination and liaison between the NRF ship CO/XO/Training Officer and the reserve unit SELRES Coordinator and Administrator (reserve unit CO/XO) are key to a successful reserve training program. Remember that these reservists are members of your command and most of these individuals do have previous active duty experience.

b. **Personnel Qualifications (NRF Ships).** NRF ship commanding officers are to assign all primary crew SELRES to Condition I and III watch stations. SELRES will use PQS to train for final qualification in these watch stations. Qualification time lines are as assigned by the commanding officer, commensurate with drill and annual training time available, present ship's employment, prior active duty, and PQS qualifications documented in service record page 4's. Once PQS qualified for their Condition I and III assignments, SELRES may undertake other PQS, such as inport watch stations and ESWS. General DC and 3M qualifications should be accomplished early in the SELRES' tour of duty in conjunction with initial Condition I and III watch station PQS. This watch station assignment/job accomplishment policy applies only to the NRF primary crew SELRES and not to the SELRES who perform one time annual training in support of fleet operations.

c. Annual Training (AT) may include inport or underway training based on ship operating schedules. Training should be tailored to the circumstances at hand. If the entire AT period is inport and the ship is undergoing major maintenance, the use of shore based training facilities and/or other ships for equipment operation and watch station training is encouraged. Ship schedules will reflect the particular ship's

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employment as Naval Reserve Training (NRT) for underway training or Reserves Embarked (REM) for inport training.

d. Other SELRES training. All reservists are tasked to meet the requirements of their billet-specific Individual Training Plan (ITP). In addition, gaining commands will ensure that each reserve unit receives real-world tasking (either peacetime contributory support or mobilization readiness) in support of their mission, to the extent possible. Stand-alone units will maintain their unique level of expertise consistent with unit mission and current funding.

1303. **Naval Reserve Force (NRF) Training Requirements.** The specified wartime mission for NRF units requires that training requirements remain the same as for active duty counterparts to provide a benchmark for measuring the actual status of NRF readiness. Training objectives for NRF units are designed with the unique manning capabilities of these units considered. Naval Reserve Force unit training objectives are delineated in subsequent chapters of this manual, with departures from active duty counterpart objectives specifically indicated.

1304. **Naval Reserve Force (NRF) Readiness Criteria.** NRF units are generally tasked with the same training requirements as their active duty counterparts. However, due to limited days underway with selected reservists embarked, and limited availability of inport trainers, these units may experience training degradation beyond their control. Accordingly, NRF units may complete the advanced unit phase of training without achieving C1/M1 readiness in all primary mission areas. The mission area readiness ratings listed in Figure 1-3-1 specifically prescribe the minimum acceptable standards for NRF units at the end of advanced training and during repetitive (proficiency) training.

Selective Minimum Readiness Standards

<u>Mission Area</u>	CRUDES	MIW
AMW	M3	
AW	M2	
C2W	M2	
CCC	M3	M3
MIW		M2
MOB	M2	M2
SUW	M2	
USW	M2	

**Figure 1-3-1. NRF UNIT ADVANCED PHASE READINESS**

SECTION 4

FEEDBACK AND ADVISORY PROCEDURES

1401. **General.** This section provides for a Surface Force Training Manual feedback/response/advisory system whereby individual units, ISICs, training commands and the TYCOMs may routinely communicate in a forthright and constructive interchange. Because of the continuing evolution of ship types and classes, warfare capabilities, and associated tactics, the TYCOM-directed training program must remain dynamic. In addition, standardization and alignment of Naval Surface Force training must be maintained throughout the Navy. New training evolutions, revisions to existing evolutions, and more efficient training sequences must continually be developed and implemented and then evaluated through an effective feedback system.

1402. **Feedback**

a. Any unit in the chain of command, as well as any activity that is included on the distribution of the Surface Force Training Manual either as a service provider or a supporting activity, may initiate (preferably by message) a query about any aspect of the surface force training program or make a recommendation for its improvement. The following standard message format is provided:

FM (Submitting Command)  
TO (ISIC)  
INFO (Chain of Command)  
COMNAVSURFOR SAN DIEGO CA//N7/N7A//  
COMNAVSURFPAC SAN DIEGO CA//N7/N7A//  
COMNAVSURFLANT NORFOLK VA//N7/ N7A//  
(Classification) //N03502//  
MSGID/GENADMIN/(Originator)//  
SUBJ/SURFORTRAMAN FEEDBACK REPORT  
REF/A/DOC/CNSL-CNSP/(DATE OF THIS INSTRUCTION)  
REF/B/(As necessary)  
NARR/SURFORTRAMAN. Other references. //  
POC/(Point of contact)  
RMKS/1. Briefly state problem or query.  
2. Recommend corrective action. //  
BT

b. Upon receipt of additional ISIC/chain of command comments or by a simple "REQ TAKE REF A FORAC" message, the applicable Type Commander will investigate the proposal and provide a reply using the same subject line. If the issue raised has application to other ships, ISIC should so indicate in comments. If the feedback from an Atlantic Fleet ship requires a change to the SURFORTRAMAN, it will be forwarded to COMNAVSURFOR for action by CONAVSURFLANT with an appropriate recommendation. Feedback responses originated by one Type Commander that do not affect agreed upon standards (e.g., obvious data base errors or omissions in a ship's TRMS database) need not be coordinated in advance but will include the other Type Commander as an info addee.

1403. **Advisories:** To provide advance notice of changes to the Surface Force Training Manual, amplifying guidance, or other general information affecting the Surface Force Training Program, appropriate advisories, either by message or notice, will be coordinated between the Type Commanders and promulgated by COMNAVSURFOR.

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## CHAPTER 2

### SURFACE FORCE TRAINING

#### SECTION 1

#### OVERVIEW

Ref: (a) COMFLTFORCOMINST 3501.3 (Fleet Forces Command Fleet Training Strategy)

2101. **Overview.** As force providers, the fleet commanders are responsible for providing combat trained, manned and equipped forces to the combatant commanders and thus have primary responsibility for the tactical training of naval forces. Per reference (a), COMNAVSURFOR has set basic phase training requirements and standards for the surface forces. The program of assessment, training, and certification that is outlined in this chapter meets that responsibility.

2102. **General.** This chapter deals with the organization and conduct of the scheduled portion of the basic training phase. The following chapter deals with how the training infrastructure developed in this phase sustains the ship throughout the remaining employment cycle.

a. The training cycle begins with CART I near the middle of deployment. CART I is a ship's self-assessment of operational proficiency, formal school training, team training, inspections/assists and material/equipment status.

b. CART II is an ISIC assessment of unit proficiency. In conducting CART II, the ISIC is assisted by the Afloat Training Group (ATG). CART II is notionally conducted after the first major maintenance availability following deployment and is the beginning of the basic phase, although "surge" operations and abbreviated training cycles may necessitate different training patterns. During that maintenance phase, the ship will have taken advantage of the Shipboard Training Team (SBTT) Course offered by the ATGs.

c. The Tailored Ship's Training Availability (TSTA) is based on a syllabus developed by the commanding officer, with ATG support, and approved by the ISIC following CART II. TSTA periods will be scheduled in the ship's quarterly employment schedule. ATG may offer assistance to ships on the basis of Limited Training Team (LTT) training at any time during the IDTC when the ship requests it and the ATG has the resources to provide the requested training; however, this is unscheduled training and should not be used in place of regularly scheduled TSTA training during the basic phase. CART is discussed in greater detail in Section 2 of this chapter.

DEPLOY	MAINT	BASIC				INTERMEDIATE		ADVANCED	
C A R T  I	S B T T	I A / C A R T II	T S E D E P A T S	U F P	S P E C I A L T Y	M E F E X	C O M P U T E X	J T F E X	

Figure 2-1-1 THE INTERDEPLOYMENT TRAINING CYCLE

d. The Final Evaluation Problem (FEP), conducted by the ISIC and assisted by the Afloat Training Group, marks the end of the basic phase. FEP is discussed in greater detail in Article 2204. By the completion of FEP, the ship must be ready to proceed to more advanced training under the Numbered Fleet Commander (NFC) or to be "surge ready;" as defined in the following paragraph. In normal deployment patterns, the intermediate and advanced phases of the training cycle follow FEP. Figure 2-1-1 provides a graphic representation of the Interdeployment Training Cycle. This represents the normal cycle of employment. Unanticipated contingencies, surge deployments, or wartime operations will require significant changes to the normal pattern of training, which will be adjusted as necessary to meet the need. The requirement to maintain currency in all warfare certifications will remain. ISIC will recommend any waivers or deviations to the Type Commander.

2104. **"Surge Ready."** "Surge Ready" means that a ship has achieved Training Level II across the board in required certifications (*See Article 2306*). Having completed basic phase certifications, a "surge ready" ship is prepared for intermediate and advanced training. It is also immediately deployable as a unit for single ship ops or as required by the numbered fleet commander.

2105. **Phases of Training**

a. **Basic Training.** The TYCOMs are responsible for the scheduling, composition, and criteria of Basic Phase training. The training is monitored by the ISIC and is supported by the Afloat Training Group. The focus is on unit-level training emphasizing training team and watchteam development, watchstander qualification and exercises and evolutions in basic command and control, weapons employment, mobility (navigation, seamanship, damage control, engineering, and flight operations) and warfare specialty. For these areas and other core competencies, this manual provides detailed criteria for the ISIC, the CO and the Afloat Training Groups to use in assessing, conducting and evaluating training throughout the basic phase. Upon completion of the scheduled basic phase, a unit is expected to be proficient / (M2) in all mission areas and have completed certifications in a wide variety of core competencies for surface ships. Basic Phase training is discussed in Section 3 of this chapter. Certifications are discussed in Section 4. Chapter 3 discusses how basic phase skills are sustained throughout the IDTC.

b. **Intermediate Training.** The Numbered Fleet Commanders are responsible for conducting Intermediate Phase training. The focus in this phase is on warfare team training and initial multi-unit operations. During this phase, ships begin to develop warfare skills in coordination with other units while continuing to maintain unit proficiency.

c. **Advanced Training.** The focus of Advanced Phase training, also under the Numbered Fleet Commander, is to continue to develop and refine integrated battle group warfare skills and command and control procedures needed to meet the major fleet commander's specific mission requirements. Training objectives are tailored to force structure, capabilities, and missions tasked by the major fleet commander (i.e. CVBG, ARG/MEU (SOC) warfare skills). Training deficiencies noted during the Intermediate Phase training are also factored into the Advanced Phase syllabus.

d. **Proficiency Training.** A specific set of repetitive training exercises is of particular importance in maintaining operator and team proficiency. To maintain these essential skills, exercises (including live weapons firings or exercises requiring live services) are identified by mission area in Appendix A for proficiency maintenance.

## SECTION 2

### COMMAND ASSESSMENTS

Ref: (a) COMFLTFORCOMINST 3501.3 (Fleet Forces Command Fleet Training Strategy)

2201. **General.** There are three command assessments conducted during the course of a complete employment cycle. The first two are the two phases of CART, a process intended to be a comprehensive review of training readiness. The third is FEP, an ISIC assessment of the unit's readiness to proceed to the intermediate and advanced phases of the IDTC. CART I is conducted by the ship's commanding officer and commences around mid-to-end of deployments of four months or longer. CART II is an ISIC assessment, supported by ATG, conducted once per IDTC or, for FDNF ships, once every 24 months. For certain other ships approved by the TYCOM, which are not in a regular deployment cycle; e.g., missile test ships, the interval will not exceed 30 months. CART II is normally conducted after completion of the regularly scheduled maintenance periods following deployment. The focus is to validate existing strengths in the training team organization and watchteam performance and is the basis for determining the syllabus to be followed during the following TSTA periods.

#### 2202. **CART/IA Procedures.**

a. **CART I.** Command Assessment of Readiness and Training, Phase I, is conducted before the end of each major deployment for active units homeported in CONUS or MIDPAC. Specified non-deploying ships will conduct CART I as directed by their ISIC to support maintenance of certification currency and achievement of training cycle milestones.

##### (1) **Step One.** Review formal school training status/needs:

(a) Review and identify personnel shortfalls (critical NEC, billets) via EDVR/ODCR. This review should be completed well enough in advance to provide a timely heads-up to support activities ashore for scheduling training such as school quotas, training assists and inspections.

(b) Identify individual school/team training requirements and request quotas.

(c) Identify TADTAR requirements and request augmentation if necessary.

(d) To support ATPFP recertification as soon as possible after return from deployment, special attention should be given to obtaining any required ATPFP school quotas.

##### (2) **Step Two.**

(a) Review Ready-to-Train (RTT) goals for each applicable certification listed in Section 4 of this chapter. Identify issues that require remediation. List any that require outside support in the Cart I Report (Tab A to this section.)

(b) Review basic phase/repetitive elements for material readiness oriented needs that will potentially become part of the work-up requirements (e.g., UNREP SQT (LOG-1-SF/LOG-2-SF)).

(c) Identify potential special training requirements and areas where crew performance is especially strong or weak.

(d) Identify any sensor, weapons system, ship system additions or modifications that will take place during SRA/PMA/UPK periods that will require formal training for existing crewmembers or enroute training for new personnel.

(e) Conduct initial material/equipment assessment to determine equipment condition. Reviews shall be conducted using a number of existing programs, such as Preventive Maintenance System, combat systems checkout employing OCSOT, systems testing, or conduct of safety and zone inspections using ship-tailored NAVSAFECEN safety review checklists and proposed Availability Work Package.

(f) Keep ISIC informed of any issues surfaced in CART I that may impact subsequent training.

(g) Schedule an SBTT course with ATG six to 12 weeks prior to CART II. See Article 3114.

(3) Step Three. Schedule CART II approximately eight weeks after the completion of the maintenance availability.

(4) Step Four. Review current PQS program and watchbill:

(a) Review current watchbills and watch team replacement plans for anticipated losses of qualified watchstanders. Make PQS assignments as necessary to maintain continuity after post-deployment leave and upkeep period.

(b) Review current PQS materials on hand; order new books as necessary.

(5) Step Five. Validate or modify ship's training plan for the IDTC based upon assessment results. Request ATG assistance as desired.

(6) Step Six. Send CART I Report, per TAB A of this Section, to TYCOM and ISIC. TYCOM will address matters under TYCOM cognizance in a CART I response message.

b. Initial Assessment (IA). ISIC Initial Assessment (IA) of the ship's engineering readiness will normally be conducted in conjunction with the Command Assessment of Readiness and Training, Phase II (CART II). ATGPAC/LANT assessment/training teams will assist/augment the ISIC in the conduct of this assessment. The assessment will be focused on material readiness, the proficiency level of engineering watch sections and training teams, the effectiveness of applicable safety and management programs, and the ship's ability to fight a class "B" fire in a major machinery space using the underway damage control organization. The goal is to conduct the major machinery space fire in a hot plant configuration, but in the event material condition doesn't support this goal, the exercise should be conducted anyway in order to evaluate the ship's level of training. The IA report will assist the ISIC and commanding officer with the development of engineering training objectives and a training plan for the Basic Phase of training.

c. CART II. CART II is a robust, performance based assessment of a unit's readiness in each mission area and core competency, except the amphibious and salvage mission areas. It may include underway days depending upon the ISIC and commanding officer's desires. By assessing material, administrative, and training proficiency based on demonstrated mission area proficiency, CART II helps to identify areas that need further focused training during TSTA. The ship's tailored training plan should be revised as necessary after CART II and, with ISIC approval, will become the basis for follow-on tailored ship's training during the basic phase. The assessment is assisted by the Afloat Training Group and is based on the assessment criteria contained in Section 4 of the chapter.

(1) Step One. Conduct self-assessment using the ATG-provided Afloat Self-Assessment (ASA) Checksheets, the assessment criteria in this manual, and other directives.

(2) Step Two. Mission area and core competency proficiency assessment. ATG is responsible for coordinating support services required for proficiency assessment in each area. To the maximum extent possible, watch teams assessed should include those crewmembers who will remain on board through the next deployment. One Condition I and two Condition III watch teams shall be assessed. CART II will include an ISIC review of the ship's self-assessment of its readiness to execute its training plan, including use of ITT-run integrated multi-warfare scenarios and demonstrated proficiency in employing all applicable embedded training devices. Where installed, BFTT will be the primary system used to conduct tactical warfare synthetic training on ships. The assessment is

assisted by the Afloat Training Group and is based on the certification criteria and objectives contained in Section 4 of this chapter. A notional CART II schedule/timeline is available on the ATG NIPRNET Website.

(3) Step Three. Conduct the following as appropriate to individual ship type and mission area.

(a) ISIC debrief commanding officer.

(b) The commanding officer and ISIC revise the tailored training plan as needed; it will become the basis for the follow-on tailored ship's training during the basic phase. This will permit early resolution of schedule conflicts, determination of TSTA/specialty warfare area training length and verification of support service availability.

(4) Step Four. The ship's database of repetitive exercises represents a continuous cycle of training requirements. ISICs and commanding officers should review expired and expiring exercises to determine which should be included in the training syllabus to facilitate the ship's attainment of M2 at the end of basic phase.

(5) Step Five. Submit scheduling inputs to reflect the training plan.

(6) Step Six. ISIC submit CART II Report in accordance with Tab B of this section.

c. CART II Pre-Maintenance/Decommissioning.

(a) Ships will not normally conduct CART II prior to entering a maintenance period, except in unusual cases, for example, abbreviated IDTC periods, surge deployments, etc., where greater scheduling flexibility is important. In these instances, the maintenance period will be of relatively short duration and the validity of the CART II assessment will not be unduly affected.

(b) Ships entering extended maintenance periods will not normally conduct CART II prior to commencement of work, except in cases where the elapsed time since the previous FEP and the start date of overhaul significantly exceeds 24 months and the ship is scheduled to continue to participate in operations. In this case it may be appropriate to conduct CART II and such additional training that the assessment indicates is warranted prior to the start of industrial work.

(c) Ships will not conduct CART II prior to entering decommissioning or deactivation periods, when the conduct and reporting of regular exercises will cease.

2203. **Underway Demonstration (UD).** The Underway Demonstration (UD) portion of the Engineering Readiness Process focuses on engineering operations, evolutions, and drills. An ATGPAC/LANT assessment team will support the ISIC during the UD. The UD should normally not exceed one day and consists of a safety walk-through, two watch sections demonstrating evolutions and drills and a high power and dynamic response demonstration, if not previously satisfactorily conducted during Basic Phase training. In addition to certification, the UD will continue to produce training objectives to carry forth into the intermediate and advanced phases of training.

2204. **Final Evaluation Problem (FEP).** In accordance with reference (a), Type Commanders are responsible for certifying completion of Basic Phase training and readiness for further training under the appropriate fleet commander. At this point, the ship should also be "surge ready;" i.e., ready to deploy immediately in support of national tasking, if required. "Surge Ready" is defined in Article 2104. The ISIC's report following FEP is the basis of the Type Commander's certification of the ship's readiness for follow-on training or other operations.

a. During FEP, the ISIC, assisted by ATG, will validate the completion of Basic Phase Training, based on the ship's ability to conduct multiple simultaneous combat missions and support functions and to survive complex casualty control situations under stressful conditions. This will include evaluation of all conditions of readiness that the ship is designed, manned and equipped to exercise.

b. During FEP, the ship will demonstrate the required levels of tactical proficiency and warfare knowledge to proceed to the intermediate phase of the inter-deployment cycle as well as the ability to sustain readiness through

self-training while effectively employing all applicable embedded training devices. This will include assessment of ship's Integrated Training Team (ITT) and ship's training level, per article 2306. The ship is expected to attain Training Level II in all areas. In the event that a ship achieves less than Training Level II in MOB-D, MOB-E, MOB-N or MOB-S, the ISIC will withhold the FEP report until the condition is corrected. The ship's self-training capability, in concert with situational LTT support from the ATG, will be the basis for maintaining basic phase proficiency through Intermediate and Advanced Training and throughout the IDTC.

c. FEP should be completed well before the ship commences Intermediate Phase training. If, for any reason, ISIC determines that FEP and Basic Phase Training will not be completed by that time, a message report to TYCOM, INFO Numbered Fleet Commander, Training CARGRU, etc., will be provided stating circumstances and steps recommended to ameliorate this undesirable situation.

d. In the execution of scenario-based assessments, it may be necessary to add "trusted agents" from the ship's training teams/crew to assist the ISIC and ATG in conducting the scenario, making disclosures, etc. This should be limited to the minimum number required, selecting personnel with not only the required knowledge but who are truly to be trusted to execute this role.

e. Following FEP, the ISIC will report FEP completion per Tab C of this section.

2205. **Amphibious Air Traffic Control Center (AATCC) Evaluation.** In addition to the foregoing assessments, LHA and LHD class ships will be assessed in their ability to support sustained flight operations at sea. Details are in Tab D to this section.

2206. **Forward Deployed Naval Forces (FDNF)**

a. **CART I.** FDNF ships conduct CART I on return from deployment or as determined by ISIC in conjunction with CO and ATG.

b. **CART II.** FDNF ship CART IIs are conducted at a time agreed to by CO, ISIC, and ATG WESTPAC with appropriate regard for the availability of assessment teams. CART II must be done early enough to support tailoring/planning of any follow-on TSTAs and, if possible, should be done sufficiently after CART I to allow time to correct deficiencies. It should also be conducted as soon as practicable after completion of SRA/PMA. FDNF ship CART IIs may be additionally tailored to permit limited training team "on-the-spot-training" to address obvious discrepancies when TSTAs may not be scheduled early enough to correct a discrepancy prior to follow-on contingency operations. The final product of a FDNF ship's CART II will be a general IDTC plan agreed to by CO, ISIC and ATG.

c. **Final Evaluation Problem (FEP).** FDNF FEPs are designed by the ISIC, with ATG WESTPAC support, and conducted at approximately 24 month intervals. Due to operational commitments, the exact interval may vary as circumstances require.

d. **Warfare Certifications.** In the FDNF, as discussed in Article 2311, although CART II and FEP periods must be scheduled around operational commitments, the emphasis must be on maintaining currency in all required certifications at an interval not to exceed 24 months. ISICs will schedule re-certification, with ATG support, prior to expiration. In all cases, certification requires ATG support. Maintenance of basic phase certifications is a high priority and requires support from ISIC, ATG and schedulers.

2207. **Reports.**

a. A post-CART I Report will be sent by the ship to the ISIC, info the appropriate type commander and ATG (see Tab A to this Section).

b. A pre-CART II Readiness Report will be sent to the ISIC, info the appropriate Afloat Training Group, citing the ship's readiness to commence CART II. Particular emphasis should be made to detail exceptions to the "Ready to Train Goals" marked by "\*" contained in the certification Tabs of Section 4 of this chapter. No specific

format for this report is directed. The intention is to surface potential problem areas that may affect the conduct of CART II and follow-on training and to provide a POAM to correct.

c. The ISIC will report the results of CART II (see Tab B to this Section) to the appropriate TYCOM no later than one-week following completion of CART II.

d. The ISIC will report the results of FEP / End of the Basic Phase (see Tab C to this Section) to the appropriate TYCOM no later than one-week following completion of the evaluation. Except for ships with follow-on specialty training or with significant shortfalls requiring remedial action, the FEP report also marks the end of the Basic Phase training period. The FEP report is the basis of the TYCOM's report to the numbered fleet commander that the ship is ready to proceed to Intermediate and Advanced Phase training. If there are outstanding deficiencies at the end of FEP, the FEP report will include a POAM to correct and monthly updates from the ISIC until all items have been corrected. ISIC's report will include the following:

(1) The ship is proficient in all CART II developed training objectives listed in the tailored training syllabus, including attainment of Training Level II, as defined in Article 2306, for ship's training teams and associated watch teams.

(2) The ISIC will comment on specific TYCOM high interest items:

(a) Ability to operate at Condition I, IIAS, III, IV, CORE-FLEX, BLUE-GOLD, as appropriate for ship design and CO's Battle Orders.

(b) Status of school graduates.

(c) Status of multi-TADIL LINK proficiency, as appropriate for ship's capabilities.

(d) Ability to conduct nighttime operations.

(3) The ship has met the certification criteria in all mission areas and core competencies appropriate for the ship class and mission from Section 4 of this chapter.

(4) The ship has demonstrated the ability to conduct the following evolutions during night conditions (as appropriate for ship's design and mission): replenishment at sea, entering and leaving port, precision anchoring, man overboard, helo land/launch, VBSS, and hoist/lower boats.

(5) In the rare event the ISIC determines that some portion of the certification criteria can not or should not be completed, a request for a waiver, including rationale, will be included in the FEP report to the appropriate TYCOM.

e. The ship will file the necessary TRNGREPs reflecting the exercise completions that would verify the attained M-2 readiness goals in accordance with the mission area M-rating calculation described in Article 4303.

f. (Situational) FEP not complete by commencement of Intermediate Phase training. (See Article 2204.c.)

g. Per reference (a), following receipt of ISIC's FEP completion report, the appropriate TYCOM will report to the appropriate fleet commander that the ship is ready to commence intermediate and advanced training phases.

Tab A: Sample CART I Report  
B: Sample CART II Report  
C: Sample FEP Report  
D: AATCC Evaluation Team

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TAB A TO SECTION 2

SAMPLE CART I REPORT

R

FM SHIP

TO COMNAVSURFPAC SAN DIEGO CA//N00F (*if TADTAR augment required*)/N1/N41/N7//  
(*or*) COMNAVSURFLANT NORFOLK VA//N1/N41/N7//  
ISIC  
(*applicable*) COMAFLOATRAGRUPAC/LANT)

UNCLAS //N03510//

MSGID/GENADMIN/SHIP//

SUBJ/USS SHIP CART I REPORT//

REF/A/DOC/COMNAVSURFOR/DATE//

AMPN/REF A IS SURFORTRAMAN.//

POC/JONES J.P./LT/SHIP/-/COMM:(619) 556-0905/DSN:526-0905//  
RMKS/1. (SHIP) CART I WAS CONDUCTED XX-XX MONTH YYYY IAW REF A.

2. THE FOLLOWING IS A SUMMARY OF TRAINING LEVEL BY WARFARE AREA BASED  
ON TRAINING TEAM PROFICIENCY AND WATCHTEAM PROFICIENCY: (*List will vary by ship type.*  
*Values are only for illustration*)

A. AVIATION	III
B. AT/FP	II
B. AW	I
C. COMM	II
D. CRY	IV
E. EW	III
F. MEDICAL	III
G. INTEL	III
H. DC	II
I. ENG	II
J. NAV	I
K. SEAMANSHIP	II
L. STRIKE	I
M. SW	II
N. USW	III
O. VBSS	I

3. FORMAL SCHOOL TRAINING STATUS/PLANNED ACTION:

A. CRITICAL BILLET SHORTFALLS:  
B. CRITICAL NEC SHORTFALLS:  
C. REQUIRED INDIVIDUAL SCHOOL/TEAM TRAINING QUOTAS:  
D. TADTAR REQUIREMENTS: (*Augment request if required*)

4. SHIP TRAINING:

A. TRAINING STRENGTHS/WEAKNESSES: (*Based on performance*)

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*Metrics wherever possible; e.g., drills/evolutions)*

B. WATCHTEAM REPLACEMENT PLANS AND PQS PROGRAM SATISFACTORY FOR ALL DEPARTMENTS WITH FOLLOWING EXCEPTIONS: (*List issues and exceptions*)

C. EQUIPMENT UPGRADES PROGRAMMED FOR SRA/PMA/UPK REQUIRING FORMAL TRAINING FOR EXISTING CREW MEMBERS OR ENROUTE TRAINING FOR NEW PERSONNEL.

5. MATERIAL: (*Material assessment results including results of 3M self assessment (RAR/ACF/MDS/SAR)*)

6. ITEMS REQUIRING TYCOM ASSISTANCE: (*ie: material/equipshortfalls from CART checklists, support for attaining RTTgoals, PMA/SRA concerns, sked conflicts that will disrupt/preclude training, etc.*)

7. TIME BETWEEN RTN FROM DEPLOYMENT TO SRA/PMA.

8. COMMANDING OFFICER COMMENTS.//

BT

TAB B TO SECTION 2  
SAMPLE CART II REPORT

R

FM ISIC

TO COMNAVSURFPAC SAN DIEGO CA//N7/N43// OR COMNAVSURFLANT NORFOLK  
VA//N7/N43// (AS APPROPRIATE)

INFO COMNAVSURFOR SAN DIEGO CA//N7//71/N72/N43// (LANT SHIPS)  
COMNAVSURFLANT NORFOLK VA//N6/N7// (PAC SHIPS)  
(APPLICABLE BG/PHIBGRU CDR)  
(APPLICABLE MCMRON/CMWC AS APPROPRIATE)  
(APPLICABLE COMAFLOATRAGRUPAC/LANT)  
USS SHIP

UNCLAS //N03510//

MSGID/GENADMIN/ISIC//

SUBJ/USS SHIP ( ) CART II//

REF/A/DOC/COMNAVSURFOR/DATE//

REF/B/DOC/COMNAVSURFOR/DATE//

NARR/REF A SURFORTRAMAN. REF B FORCE ENGINEERING ASSESSMENT  
POLICY.//

POC/JONES J.P./LT/ISIC/-/COMM:(619) 556-0905/DSN:526-0905//  
RMKS/1. (SHIP) CART II WAS CONDUCTED XX-XX MONTH YYYY IAW REF A  
IMPORT/  
UNDERWAY IN \_\_\_\_\_ (NORVA/VACAPES OPAREA, MAYPORT OPAREA,  
SAN DIEGO/SOCAL OPAREA, PEARL HARBOR/HAWAII OPAREA, EVERETT/PUGET  
SOUND, SASEBO OPAREA, ETC.)

2. THE FOLLOWING IS A SUMMARY OF TRAINING LEVEL BY WARFARE AREA BASED  
ON TRAINING TEAM PROFICIENCY AND WATCHTEAM PROFICIENCY:

A. GRADES OF A, B, AND C AND TRAINING LEVELS ARE DEFINED IN REF A.  
PLACE A, B, C, N/O (NOT OBSERVED), OR N/A (NOT APPLICABLE) IN  
APPROPRIATE COLUMN. COMPUTE TRAINING LEVEL USING GRADE OF LEAST  
PROFICIENT WATCHTEAM. READ IN SEVEN COLUMNS: AREA, TT (TRAINING  
TEAM), TTP (TRAINING TEAM PROFICIENCY), I (CONDITION I), III S1  
(CONDITION III, SECTION 1) III S2 (CONDITION III, SECTION 2) AND TL  
(TRAINING LEVEL). (NOTE: NOT ALL SHIPS WILL HAVE EACH OF THE FOLLOWING  
MISSION AREAS. LIST ONLY THOSE THAT APPLY)

AREA	TT	TTP	I	III S1	III S2	TL
AIR	ATT	A	A	A	B	II
AMW	CSTT	N/O	SEE NOTE 1.			
AT/FP	FPTT	B	N/A	N/A	N/A	IV
AW	CSTT	C	C	C	C	V
CLF	STT (S)	A	B			II

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COMM	CSTT	C	C	N/O	N/O	V
CRY	CSTT	C	C	C	N/O	V
EW	CSTT	B	B			III
FSO-M	MTT/DCTT (M)	A	A	A	B	II
FSO-S	STT (S)	N/O	SEE NOTE 2			
INT	CSTT	B	B			III
MIW	CSTT	A	B			II
MOB-D	DCTT	A	B			II
MOB-E	ETT	B	B	A	B	III
MOB-N	STT (N)	C	C			V
MOB-S	STT (S)	B	B			III
STW	CSTT	A	A	A	A	I
SUW	CSTT	A	A			I
USW	CSTT	B	B			III
VBSS	CSTT	B	B			III

NOTE 1: AMW NOT OBSERVED DURING CART II. USS SHIP IS SKED FOR AMW SPECIALTY TRAINING MMM YYYY.

2: FSO-S SPECIALTY TRAINING IS SKED FOR MMM YYYY.

B. SMA/I CONDUCTED/SKED FOR/COMPLETED DD MMM YYYY. RESULTS PROVIDED TO CO.

C. AVIATION CERTIFICATION (AVCERT) CONDUCTED/SKED FOR/COMPLETED DD MMM YYYY. RESULTS PROVIDED TO CO.

3. CART II WARFARE READY TO TRAIN GOALS (IAW REF A) WERE MET/NOT MET (COMMENT ON ITEMS NOT MET).

4. ACHIEVED \_\_\_\_% OF TYCOM/NEC AND \_\_\_\_% OF IBFT SCHOOL REQUIREMENTS.

5. ENGINEERING INITIAL ASSESSMENT RESULTS ARE AS FOLLOWS: (IF IA GRADE IS SUCH AS TO MAKE UD UNNECESSARY, THE APPROPRIATE UD ADJECTIVE GRADE WILL BE ASSIGNED AND USED AS THE GRADE FOR THE IA AS IF A UD HAD BEEN HELD AND THE PARAGRAPH WILL BEGIN "1. ENGINEERING INITIAL ASSESSMENT RESULTS ARE AS FOLLOWS AND AN ADJECTIVE GRADE OF ABOVE AVERAGE WAS ASSIGNED)." (NOTE: REF B CONTAINS FIVE ADJECTIVE GRADES. IN THIS EXAMPLE "ABOVE AVERAGE" WAS USED.)

A. MATERIAL - MINIMUM EQUIPMENT WAS MET/NOT MET. MATERIAL CONDITION IS CAPABLE/NOT CAPABLE OF SUPPORTING TRAINING. THE SHIP'S MATERIAL SELF-ASSESSMENT CAPABILITY WAS SATISFACTORY/NOT SATISFACTORY.

(1) ITEM(S) OF PRIORITY: LIST EACH IOP, PUT NONE WHERE APPLICABLE

(2) REPAIR BEFORE OPERATE (RBO) IDENTIFIED:

LIST EACH RBO, PUT NONE WHERE APPLICABLE

(3) ALL SAFETY DEVICES WITHIN PERIODICITY/SPECIFICATIONS MET/NOT MET.

(4) A HIGH POWER DEMONSTRATION WAS/WAS NOT SUCCESSFULLY COMPLETED.

(5) A MANEUVERING TRANSIENT WAS/WAS NOT SUCCESSFULLY CONDUCTED.

B. FIREFIGHTING - ONE MAIN SPACE FIRE DRILL WAS CONDUCTED AND WAS ASSESSED AS EFFECTIVE/PARTIALLY EFFECTIVE/NOT EFFECTIVE. (COMMENTS AS APPROPRIATE)

C. OPERATIONS - TWO WATCH TEAMS WERE EVALUATED AND BOTH WERE ASSESSED

AT LEVEL \_\_\_\_ . SECTION ONE SUCCESSFULLY COMPLETED \_\_\_\_ OF \_\_\_\_ EVOLUTIONS (XX PERCENT) AND \_\_\_\_ OF \_\_\_\_ DRILLS (XX PERCENT) . SECTION TWO SUCCESSFULLY COMPLETED \_\_\_\_ OF \_\_\_\_ EVOLUTIONS (XX PERCENT) AND \_\_\_\_ OF \_\_\_\_ DRILLS (XX PERCENT) .

D. MANAGEMENT:

- (1) X OF 15 PROGRAMS ASSESSED AS EFFECTIVE:  
(LIST PROGRAMS)
- (2) X OF 15 PROGRAMS ASSESSED AS PARTIALLY EFFECTIVE:  
(LIST PROGRAMS)
- (3) X OF 15 PROGRAMS ASSESSED AS NOT EFFECTIVE:  
(LIST PROGRAMS)

6. DETAILED OBSERVATIONS WERE PROVIDED TO THE COMMANDING OFFICER.

7. ATG CONCURS/DOES NOT CONCUR.//  
BT

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TAB C TO SECTION 2

SAMPLE FEP REPORT

**Note: The following message is provided to illustrate the level of detail required concerning anything that might be outstanding at the conclusion of FEP - End of Basic Phase and would therefore be reportable by ISIC. Because this message is provided for illustrative purposes, it contains far more examples of exceptions than would be acceptable at the completion of basic phase training, especially considering that a ship is expected to be ready for surge deployments at the end of Basic Phase Training. In a word, this particular message would never have been sent and the ship would have to be scheduled for additional training until the exceptions were either eliminated or reduced to clearly manageable levels.**

R

FM ISIC

TO COMNAVSURFPAC SAN DIEGO CA//N7/N43// OR COMNAVSURFLANT NORFOLK  
VA//N7/N43// (AS APPROPRIATE)

INFO USS SHIP

COMNAVSURFOR SAN DIEGO CA//N6/N7// (LANT SHIPS)

COMNAVSURFLANT NORFOLK VA//N6/N7// (PAC SHIPS)

(GROUP COMMANDER, AS APPROPRIATE)

(TRAINING CARGRU FOR BG SHIPS)

(PHIBRON FOR ARG SHIPS)

(COMINWARCOM CORPUS CHRISTI TX FOR MIW SHIPS)

(COMAFLOATRAGRU FOR APPROPRIATE SERVICING ATG)//N00T//

UNCLAS //N03510//

MSGID/GENADMIN/ISIC//

SUBJ/FEP COMPLETION - END OF BASIC PHASE REPORT//

REF/A/DOC/COMNAVSURFOR/DATE//

AMPN/SURFORTRAMAN//

RMKS/1. FOL REPORT SUBMITTED IAW REF A.

2. PER REF A, (ISIC NAME), SUPPORTED BY ATG, HAS CERTIFIED USS SHIP HAS COMPLETED FEP AND THE BASIC PHASE OF TRAINING ON DD MM YY.

A. USS SHIP COMPLETED ALL CART II DEVELOPED TRAINING OBJECTIVES LISTED IN THE SHIPS TAILORED TRAINING SYLLABUS, INCLUDING ATTAINMENT OF TRAINING LEVEL I (OR II, AS APPROPRIATE) FOR SHIP'S TRAINING TEAMS AND ASSOCIATED WATCHTEAMS/WATCHSTANDERS. IN ADDITION, THE SHIP HAS DEMONSTRATED THE FOLLOWING (THE PURPOSE OF THE FOLLOWING LIST IS TO IDENTIFY CERTAIN TYCOM HIGH INTEREST ITEMS):

(1) DEMONSTRATED THE ABILITY TO OPERATE AT CONDITION I, IIAS, III, IV, CORE FLEX, BLUE/GOLD (AS APPLICABLE).

(2) \_\_\_\_% OF TYCOM/NEC/ AND \_\_\_\_% OF IBFT SCHOOL REQUIREMENTS HAVE BEEN ACHIEVED AND A PLAN IS IN PLACE TO ACHIEVE 100% PRIOR TO DEPLOYMENT (INDICATE EXCEPTIONS).

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(3) ACCOMPLISHED/DID NOT ACCOMPLISH LINK AND MULTI-TADIL LINK PROFICIENCY.

(4) SHIPWIDE WATCH BILL REPLACEMENT PLANS ARE IN PLACE AND CAN/CANNOT SUPPORT FUTURE OPERATIONS.

(5) USS SHIP DEMONSTRATED THE REQUISITE PROFICIENCY TO CONDUCT NIGHTTIME OPERATIONS THROUGH THE COMPLETION OF THE REQUISITE EXERCISES LISTED IN THE APPROPRIATE CERTIFICATION TABS OF CHAPTER 2 SECTION 4 OF REF A WITH THE FOLLOWING EXCEPTIONS:

(A) AVIATION: HELO LAND/LAUNCH DUE TO LACK OF HELO SERVICES. SKED FOR HELO SERVICES WEEK OF DD MMM YY.

(B) SEAMANSHIP: SERVICES UNAVAILABLE. NIGHT CONREP AND VERTREP SKED DURING WEEK OF DD MMM YY.

(C) NAVIGATION: NIGHT HARBOR NAVIGATION PACKAGE NOT COMPLETED. SKED FOR WEEK OF DD MMM YY

(D) AMPHIBIOUS WARFARE: SKED TO BE COMPLETED DURING AST MMM YY

(E) VBSS/MIO: NIGHTTIME VBSS NON-COMPLIANT LOW FREEBOARD EXERCISE NOT COMPLETED. SKED FOR WEEK OF DD MMM YY

(6) USS SHIP HAS/HAS NOT DEMONSTRATED THE ABILITY TO CONDUCT ONBOARD SINGLE UNIT TRAINING USING SHIP'S INTEGRATED TRAINING SYSTEMS (BFTT, BEWT, OBT, CMTPC, SG&R, etc.)

3. USS SHIP IS AT LEAST M-2 (TRAINING) IN SORTS IN ALL MISSION AREAS. (INDICATE EXCEPTIONS).

4. USS SHIP HAS MET CNSF CERTIFICATION CRITERIA IN ALL MISSION AREAS AND CORE COMPETENCIES RELATED TO THIS SHIP CLASS, EXCEPT (LIST ONLY THOSE AREAS WHERE DEFICIENCIES EXIST):

A. AAW: AAW-11A-SF TP-11B-SF, AAW-11C-SF AND AAW-27-SF SKED FOR MMM YY.

B. USW: LIVE AIR SERVICES WERE NOT AVAILABLE, SO COORDINATED EMPLOYMENT OF USW AIR ASSETS AND LAMPS TORPEDO DROP WERE NOT DEMONSTRATED. SERVICES AND RANGES AVAILABLE DURING C2X AND PLANNED FOR COMPLETION IN THE INTERMEDIATE PHASE OF TRAINING.

C. SUW: FIREX I NOT COMPLETE. FIREX I SKED DURING WEEK OF DD MMM YY.

D. AMW: SEE PARA 2.A.(5)(D). AST NOT COMPLETE. SKED FOR COMPLETION DD MM YY

E. COMMS: CRC (CCC-19-SF) NOT COMPLETED. SKED FOR DD MMM YY.

F. EW: LIVE CHAFF FIRING NOT CONDUCTED. \_\_\_\_ CLEARANCE NOT OBTAINED. SKED FOR C2X.

G. INTEL: SHIPS INTELLIGENCE CAMERA IS INOPERATIVE. MALFUNCTIONED DURING FEP. REPLACEMENT ORDERED.

H. CRYPTOLOGY: DUE TO UNPLANNED LOSSES, ONLY ONE WATCHTEAM DEMONSTRATED PROFICIENCY. SHIP CRYPTOLOGY MANNING IS AT 50%. EMIR SUBMITTED TO ADDRESS CT MANNING SHORTFALLS. USS SHIP DTG XXXXXXZMMYY REFERS. DETAILERS PROJECT CT BILLET SHORTFALLS TO BE FILLED ONE MONTH PRIOR TO DEPLOYMENT. REQUIRE TYCOM ASSISTANCE. REF XX REFERS.

I. STW: SHIP PARTICIPATION IN SLAMEX EXERCISES IS NOT CURRENT. USS SHIP WILL PARTICIPATE IN MONTHLY EXERCISES

J. AVIATION: SEE PARA 2.A.(5)(A).

K. MEDICAL: MRA NOT COMPLETED. SKED WITHIN 90 DAYS OF DEPLOYMENT IN Q4.

L. SUPPLY: SMI NOT COMPLETED. CERTIFIED IN S-1 AND S-2 AT SMA ON DD MMM YY. SMI FOR S-3 SKED DD MMM YY

M. PMS: CERTIFIED IN RAR AND MDS DURING INITIAL PMS ASSESSMENT BUT NOT IN ACF. TRAINING CONDUCTED BY ATG DURING BASIC TRAINING PHASE. PMS CERT SKED FOR DD MMM YY.

N. DAMAGE CONTROL: CMWD SYSTEM IS ONLY \_\_\_\_% EFFECTIVE OF DESIGN CAPABILITY. CASREP XX-XXX REFERS. REPAIRS IN PROGRESS. OP TEST SKED FOR DD MMM YY



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O. ENGINEERING: UNDERWAY DEMO NOT COMPLETE. XX ENGINEERING MANAGEMENT PROGRAMS NOT YET CERTIFIED. UD DEFERRED DUE TO PERS TURNOVER AND/ OR ENGINEERING STATE OF MATERIAL READINESS (CASREPS XX-XXX, XX-XXX, XX-XXX, ETC REFER). PROGRAMS ON TRACK FOR CERTIFICATION BY DD MMM YY. ATG TRAINING VISITS/LTT SKED FOR DD MMM YY. UD SKED FOR DD MMM YY.

P. DIVING AND SALVAGE: NOT COMPLETED. SKED FOR DD MM YY

Q. COMBAT LOGISTICS: (AOE/LHD/LHA/LPD ONLY). REFUELING EXERCISE CANCELLED DUE TO WEAX. RESKED FOR ARG CERT DD MMM YY.

R. MINE WARFARE: ACOUSTIC RANGING NOT COMPLETED. LACK OF FACILITIES. RECOMMEND WAIVER. (INGLESIDE ONLY)

S. VBSS/MIO: SEE PARA 2.A.(5)(E).

T. SEAMANSHIP: SEE PARA 2.A.(5)(B).

U. NAVIGATION: SEE PARA 2.A.(5)(C).

5. USS SHIP IS/IS NOT READY TO PROCEED TO INTERMEDIATE TRAINING AND IS READY FOR SURGE DEPLOYMENT IF REQUIRED.

6. ATG CONCURS/DOES NOT CONCUR//

BT

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TAB D TO SECTION 2

AMPHIBIOUS AIR TRAFFIC CONTROL CENTER (AATCC) EVALUATION TEAM

Ref: (a) NAVAIR AE-LHATC-OPM-000 (Amphibious Air Traffic Control Manual)  
(b) NAVAIR 00-80T-106 (LHA/LHD NATOPS Manual)

1. **General.** The AATCC Evaluation Team, composed of air traffic control TYCOM-designated personnel,<sup>1</sup> has been established to ensure AATCC crews have satisfactorily completed prescribed standards and training requirements and to determine their ability to support sustained flight operations at sea. AATCC Evaluation Team visits are conducted during maintenance, basic and intermediate phases of the IDTC.

2. **Maintenance Phase.** AATCC Team Training is conducted during the maintenance phase of the IDTC. Each AATCC crewmember shall attend the Amphibious Air Traffic Control Center Team Training Course (C-222-2020) once during the maintenance phase of the IDTC or twice if the maintenance phase exceeds six months. In the event that the interval between maintenance periods exceeds 24 months, the course should be rescheduled. Team Training requests shall be coordinated and submitted via the respective TYCOM.

3. **Basic Phase.**

a. During the Basic Phase of the IDTC, the AATCC Evaluation Team will participate in CART II, with particular emphasis on the PQS Program, including the short and long-range training plans.

b. An AATCC onboard Evaluation Team visit shall be conducted during the Basic Phase of the IDTC for the purpose of conducting an AATCC Proficiency Certification. This certification certifies the AATCC as "safe to conduct flight operations" and also includes the following:

- (1) Execution of the AATCC Quality Assurance Checklist contained in reference (a).
- (2) Validation that required directives, instructions and publications are current.
- (3) Determination that training and PQS programs are in accordance with standards.

4. **Intermediate Phase.**

a. An AATCC onboard Evaluation Team visit shall be conducted during the Intermediate Phase of the IDTC for the purpose of classifying AATCC status as qualified, conditionally qualified or not qualified for amphibious ready group integrated operations. This determination is based on the following criteria:

- (1) Observation of AATCC Team to safely control air traffic during CASE III operations, as defined in reference (b).
- (2) Satisfactory score on TYCOM administered closed book LHA/LHD NATOPS examination.
- (3) Effectiveness of the training, PQS and administrative programs.

b. Additional AATCC Evaluation Team visits are available and may be arranged through the respective TYCOM.

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<sup>1</sup> For COMNAVSURFPAC, this function is exercised by COMTACGRU ONE.

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## SECTION 3

### BASIC PHASE TRAINING

Ref: (a) CINCPACFLT/CINCLANTFLTINST 4790.3, Vol 5. (Joint Fleet Maintenance Manual)

2301. **General:** The purpose of basic phase training is to sharpen the ship's fighting edge by ensuring that the ship's watchteams can fully execute the wide variety of missions for which the ship was designed. Ideally, through the use of exercises, training evolutions supported by an onboard training organization, simulation and operations, the ship will maintain its training readiness throughout the full cycle of workup, deployment and return. However, personnel turnover and periods of inactivity for maintenance will inevitably impose some costs in training readiness. Basic phase training is designed to restore the ship's training self-sufficiency through assessment, focused training of watchteams, and refreshment of shipboard training teams to carry the ship through the following cycle of workup and deployment. Training following CART II, leading up to FEP, is a Tailored Ship's Training Availability (TSTA), utilizing a Tailored Training Syllabus developed by the commanding officer, with ATG support, and approved by the ISIC. The length and number of phases of TSTA training will be determined by the commanding officer with ISIC concurrence, and will be scheduled in the ship's quarterly employment schedule. While the nominal basic phase training period covers a sixteen week period, it will contain up to seven weeks of underway time as determined by the ISIC based on training objectives developed during CART II, with ATG assistance. Continuous certification, based on CNSF provided criteria, applies throughout TSTA. Progress is measured by a declining list of training objectives and improvement in both training team and watch team proficiency. The purpose of TSTA is to prepare the ship for FEP and to proceed to the intermediate and advanced phases of training.

2302. **Shipboard Training Teams.** The shipboard training teams, described in Chapter 3, Section 1 of this manual are the primary agents for training self-sufficiency. Shipboard training teams shall play an active, aggressive role in the preparation and execution of training evolutions. Training for watch teams shall be conducted using on-board trainers and training exercises during sea trials, CSSQT, and other underway periods. As feasible, inport training should be planned and scheduled to take maximum advantage of both installed/embedded and shore based mobile team training devices and participation in regional inport training events. Inport training is further discussed in Tab A to this section.

2303. **Training Scenarios:** Scenario based training using shipboard training teams requires thoroughly developed training scenarios in order to be effective. In order to reduce administrative overhead and allow shipboard training teams additional time to focus on achieving training objectives, the Afloat Training Groups have been assigned the responsibility for developing, documenting, and archiving unit level training scenarios and drill guides to be used during Basic Phase training. This will also facilitate standardization of quality, completeness and applicability of scenarios across and within ship classes. ISICs may request the Afloat Training Groups to develop additional unit level scenarios that support training for specific mission tasks.

a. Scenarios will meet approved training objectives that require demonstration of mission area and core competency proficiency. Complex and integrated scenarios (CART II/FEP) will facilitate assessment of mission area proficiencies and ship-wide integration between training areas. CART II/FEP scenarios will also require the ship to demonstrate a unit-level self-training capability in a coordinated multi-threat environment.

b. For ships with the Aegis Weapon System, scenarios developed by the Afloat Training Group will be compatible with previously developed ACTS scenarios currently on file with Aegis Training and Readiness Center Detachments (ATRC). The ATRC have the capability to modify and store revised ACTS scenarios to achieve specific mission area proficiency as well.

c. For BFTT capable ships, the Afloat Training Groups will collect and develop BFTT training scenarios that support demonstration of mission area proficiency.

d. No one ship of any class is built or outfitted exactly the same. Therefore, fine distinctions in training scenarios will need to be validated by the individual ships' training teams, including hot and cold checks where required. The Afloat Training Groups will assist with this effort.

e. Training self-sufficiency remains a principal objective prior to completion of basic phase training. Shipboard training teams are expected to plan, brief, conduct and debrief training evolutions; raise watchstander level of knowledge; assess readiness and effectiveness of watchteams; and analyze problem areas or training deficiencies and initiate corrective action.

2304. **Simulation:** Where available, simulation provides an excellent tool to the ship to train conveniently and inexpensively. Appendix C of this manual lists the simulation devices approved to complete required exercises. The use of simulation to prepare for complex exercises, scheduled underway periods or other training events is encouraged in order to make efficient use of scarce resources: underway time, services, etc.

2305. **Training Assessment:** ISIC assessments at CART II, during TSTA, and at FEP will be based on a combination of training self-sufficiency as expressed in training team proficiency and in performance as expressed in watch team proficiency. This combination is termed "Training Level," and is further defined in the following paragraph. The ISIC's assessment of the ship's training level and readiness to proceed to intermediate and advanced training will be based on the following elements:

- a. Demonstrated training level (per paragraph 2306 following).
- b. Completion of required qualifications and certifications (per Section 4 of this chapter).
- c. Performance of the ship in its mission areas and core competencies, evaluated using the criteria in Section 4 of this chapter.

2306. **Training Level** A ship's training level is a combination of the proficiency of its watchstanders to perform their duties and the ability of the ship to sustain that training through its training team organization. The ISIC will assess the ship's training level at FEP. This assessment applies to each of the Basic Phase Certifications listed in Figure 2-4-2, except for 3M. The following relate to Figure 2-3-1 which is intended as a tool to assist ISICs and Commanding Officers in this assessment.

a. Training Level. Training Levels I through V can be shown in the following table as the intersections of Training Team Performance and Watchstander Proficiency, using the definitions provided below.

		Training Team Proficiency		
		<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">Low</div> <div style="flex-grow: 1; border-bottom: 1px solid black; position: relative;"> <div style="position: absolute; right: -5px; top: -5px;">→</div> </div> <div style="margin-left: 10px;">High</div> </div>		
Watch Team Proficiency	Level	C	B	A
	C	V	IV	III
	B	IV	III	II
	A	III	II	I

Figure 2-3-1 Training Levels

b. Watchstander Proficiency:

(1) Level A: Watchstanders able to consistently react correctly during sustained, stressful operations that involve transition to an increased level of readiness.

(2) Level B: Watchstanders able to correctly perform routine duties commensurate with their rate/rating and watchstation with minimal prompting.

(3) Level C: Watchstanders assigned to all required watch stations but proficiency is weak.

c. Training Team Proficiency:

(1) Level A: Training Team able to effectively conduct scenario based training, integrated with one or more other teams. Able to effectively plan, execute, and accurately assess and debrief their participation in a complex, stressful multi-mission scenario. Training team effectively employs embedded onboard training devices to train crew.

(2) Level B: Training teams able to effectively conduct single mission area scenario based training and is able to demonstrate proficiency with embedded training devices.

(3) Level C: Training teams in place and qualified for the positions they are observing. Ability to conduct scenario-based training; i.e., plan, brief, execute and debrief, is weak.

2307. **Training during Pre-Maintenance Availability Periods.** Training emphasis during the pre-overhaul and overhaul period should be focused on the following areas:

a. Developing / Executing a training plan that includes:

(1) Shore-based combat systems team training.

(2) Formal schools training. (Use IBFT, NTMPS and/or FLT MPS to track required training)

(3) Afloat Training Group assistance visits.

(4) Continuous training to maintain operator proficiency.

(5) Shipboard Training Team Course

(6) Watchstander / Watch Team Training

(7) Personnel Qualification

b. If possible, a formal safety survey by the Naval Safety Center should be scheduled before overhaul. Special emphasis should be given to safety training in the potential hazards and safety requirements of the industrial environment.

c. Quality Assurance (QA) training requirements, detailed in reference (a), shall be reviewed and appropriate training conducted.

2308. **Training Following Return From Deployment and During Maintenance Availabilities.** To meet the overall objective of the basic phase, ships must plan and accomplish as much individual and team training as possible following return from deployment and during major maintenance availabilities. The specific training guidelines for post-deployment ships and those in depot level major maintenance availabilities are detailed in the following subparagraphs.

a. **Formal Schools Training.** The goal in each mission area should be to complete as much of the required formal schooling specified in Appendix D as possible following return from deployment and by the

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end of the maintenance availability. Emphasis should be placed on individual and team training required to prepare for the initial underway period and on the completion of all school requirements to support underway training availabilities.

(1) Particular emphasis should be placed on a thorough review of the Ship's Overhaul Modernization Manning and Training Improvement Program (SOMMTIP) document produced by NAVSEA. The primary purpose of this document is to highlight manning changes and training requirements generated by equipment installed or modified during the availability.

(2) Applicable training OPODs and checklists should be reviewed to ensure all training school requirements are completed.

(3) Review the SPAWAR Integrated Battle Force Training (IBFT) website. The IBFT lists all required C4ISR training, including contractor provided training and formal schools, for ships within 20 months of deployment. See paragraph D-107.

(4) Review NTMPS/FLTMPS database for formal school requirements.

b. Watchstander/Watch Team Training. In addition to formal school team training, ships in major maintenance availabilities should explore opportunities to cross deck individuals and teams to other operating ships, where appropriate, to maintain operational proficiency and to correct training deficiencies. ISICs can assist in this process by formally designating a school or training ship on a rotating basis to serve as a training platform for ships in overhaul or undergoing major maintenance.

c. Personnel Qualifications. Shipboard PQS programs should be reviewed to identify new equipment and systems that require PQS coverage, to implement PQS standards for new personnel, and to determine required watch station qualifications in preparation for propulsion plant light-off and sea trials. The projected watchbill is a powerful management tool to validate current PQS/training levels.

d. Shipboard Training Teams. Commanding Officers should review the organization of shipboard training teams required by Chapter 3 of this manual, and take action to maintain teams upon return from deployment and through the overhaul and post-overhaul training. Attendance of the ATG Shipboard Training Team Course early in the overhaul is strongly encouraged.

**2309. New Construction Shakedown Training Requirements**

a. The purpose of shakedown training is to ensure that a ship is safe to operate. Shakedown training occurs between commissioning and Post-Shakedown Availability, or commissioning and Combat Systems Ship Qualification Trials (CSSQT) for ships so scheduled. It forms the first step in the TSTA/FEP process leading to operational employment for new construction ships.

b. Shakedown training will comprise basic level training in the following areas:

- (1) Damage control
- (2) Navigation
- (3) Seamanship
- (4) Propulsion engineering
- (5) Communications
- (6) Medical
- (7) Aviation



(8) Force Protection

(9) Safety

c. Shakedown training is the responsibility of the ISIC. The specific shakedown exercise syllabus will be determined during crew certification. In the case of a new construction ship, the ATG on the coast where the ship is built will provide training as requested by the Commanding Officer or ISIC. However, in order to promote continuity in the engineering LOA/IA/UD process, the new construction LOA will be conducted by the gaining coast's ATG organization.

d. CART II may be conducted prior to sail away depending on ship and ISIC evaluation of training requirements and scheduling needs.

2310. **Specialty Training.** Salvage training and amphibious warfare training may be integrated into TSTA training or conducted as a separate evolution as determined by each Type Commander based on the particular training resources available.

a. Amphibious Warfare Specialty Training consists of post-maintenance or inter-deployment specialized warfare training for amphibious class ships. The objective of this specialized training period is to develop team skills and afford the cross-training opportunities necessary to accomplish coordinated and timely surface and air ship-to-shore movements (day/night) in the amphibious assault environment.

b. Salvage Training (SALVTRA) consists of specialized maritime diving and salvage training for salvage ships. The objective of this specialized training is to ensure that all salvage ships are trained and ready to respond immediately and effectively to any diving and salvage mission. Specialized exercises to be conducted during this period of training will consist of those selected from the listing in Appendix A.

2311. **Basic Training for Forward Deployed Naval Forces (FDNF)** The unique situation of FDNF ships, characterized by higher OPTEMPO and often complex operations without respect to particular training phases, requires greater flexibility in adapting the notional tactical training progression to their use. Although FDNF ships do not have a traditional IDTC, basic phase training shall normally be conducted every 24 months. FDNF ship CART IIs may be additionally tailored to permit limited training team "on-the-spot-training" to address obvious discrepancies when TSTAs may not be scheduled early enough to correct a discrepancy prior to follow-on contingency operations. In the FDNF, although CART II and FEP periods must be scheduled around operational commitments, the emphasis must be on maintaining currency in all required certifications at an interval not to exceed 24 months. Where a certification will expire prior to the next scheduled CART II period, ISICs will schedule re-certification, with ATG support, prior to expiration. In all cases, certification requires ATG support.

2312. **Afloat Training Group (ATG).** The ATG is available to assist ISICs and Commanding Officers throughout the IDTC. Commanding Officers are encouraged to establish liaison with the ATG as early as possible in the process. Training specialty areas consist of combat systems, engineering, damage control, medical, seamanship, navigation, aviation, selected logistics, supply, 3M and administration. A complete menu of ATG training available to ships along with check sheets and training aids can be found on the ATGLANT ([www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil)) and ATGPAC ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)) websites. Additional training information can be obtained from the Navy Training Synergy Database at ([www.namts.com/catalog/database.asp](http://www.namts.com/catalog/database.asp)).

Tab A: Inport Training Requirements

TAB A TO SECTION 3

INPORT TRAINING REQUIREMENTS

Ref: (a) CFFCINST 3501.3 (Fleet Forces Command Fleet Training Strategy)

1. **General.** Inport training can be arranged for either individual or multiple participants. In either case, taking advantage of inport periods to sharpen Basic Phase skills is important. Regular participation by all SURFOR ships in scheduled inport training periods is required unless a ship has been excused from specific training events by its ISIC in advance. Regularly scheduled inport training events will be organized by a designated Inport Training Coordinator (ITC), assigned as follows:

<i>Fleet Concentration Area</i>	<i>Inport Training Coordinator</i>
San Diego	ATGPAC
Pearl Harbor	ATG MIDPAC
Yokosuka	ATG WESTPAC
Sasebo	ATG WESTPAC
Everett / Bremerton	ATG PACNORWEST
Norfolk	ATG LANT
Mayport	ATG MAYPORT
Ingleside	ATG INGLESIDE
Pascagoula	ATG MAYPORT

Figure 2-3-A-1 ITC Assignments

2. **ITC Duties.**

a. The ITC is responsible for scheduling and coordinating the following inport training exercises:

<i>Exercise</i>	<i>Description</i>
COMM-EX (Communications Exercise)	CCC-1-SF; CCC-2-SF; CCC-3-SF; CCC-4-SF; CCC-5-SF; CCC-6-SF; CCC-7-SF; CCC-8-SF; CCC-14-SF; CCC-24-SF; CCC-30-SF; applicable ATG Training Objectives
VIS-EX (Visual Signals Exercise)	CCC-9-SF; CCC-10-SF; CCC-11-SF; applicable ATG Training Objectives
EW-EX (Electronic Warfare Exercise)	C2W-2-SF; C2W-6-SF; applicable ATG Training Objectives
ASW-EX (Anti-submarine Warfare Exercise)	ASW-8-SF; ASW-21-SF; ASW-23-SF; ASW-46-SF Gram Analysis training; TDSS Operator training; PC-IMAT training; applicable ATG Training Objectives
INTEL-EX (Intelligence Exercise)	INT-1-SF(MS) (formerly INT-1-SF(MS), INT-1-SF(RP) & INT-2-SF(RP)); applicable ATG Training Objectives
MITE (Monthly Inport TADIL Exercise)	CCC-42-SF; CCC-43-SF; CCC-44-SF; CCC-45-SF; CCC-46-SF; AW-26-SF; applicable ATG Training Objectives

Figure 2-3-A-2 Exercise Descriptions

The exercise descriptions delineated in Figure 2-3-A-2 are provided as a list of potential training evolutions that can be conducted during each exercise period. The ITC and commands assisting in the execution of the inport exercises shall make the final determination of the amount and type of training that will be conducted.

b. Each exercise listed above shall be conducted at least monthly. Each ITC is encouraged to arrange for all above exercises to be conducted within the same week, if possible, in order to minimize impact on all participating shore-based and afloat commands. The ITC will ensure that inport exercises are scheduled so as not to directly conflict with the conduct of Intermediate or Advance Phase training events.

c. The ITC will ensure that an Officer Conducting Exercise (OCE) designation is established for each of the six exercises in Table 2-3-A-2. While the ITC can be an exercise OCE, when necessary, there is training benefit in planning, conducting and recapitulating exercise events. To that end, the ITC should assign OTC duties to ISICs of SURFOR ships or directly to ships when appropriate.

d. The OCE will ensure that appropriate documentation required to support each series of exercises (e.g. OPGEN, Pre-Ex, CONOPS) is promulgated as necessary. The OCE will submit a post-exercise report to the ITC and event participants that identifies the level of training accomplished and suggested areas for improvement.

e. The ITC will assemble data reflecting ship participation and forward a quarterly summary report to appropriate TYCOM. The summary report will contain the following information for each ship:

USS SHIP A/B/C/D

Where: A = Total number of Exercises scheduled in quarter.  
B = Total number of exercises for which ship was present in port.  
C = Total number of exercises for which ship was excused by ISIC.  
D = Total number of exercises in which ship participated.

3. **ISIC Duties.** ISICs will respond to ITC requests to serve as exercise OCE and nominate assigned ships to participate in the above inport training exercises. Ensure nominations are received by ITC in a timely manner so as not to adversely affect event coordination efforts. ISICs will only excuse ships from participation in the event of special circumstances. These include: availabilities and installs that compromise physical ability to participate, POM, post-deployment leave and upkeep, or conduct of a major inspection/certification and similar events.

4. **Commanding Officers.** Perform duties as exercise OCE when tasked. Ensure that participation in the various inport training opportunities is a high priority. Active participation by training team members, division supervisors and inexperienced trainees in pre-exercise planning, event execution and post-exercise debriefs is essential in maximizing training benefit and value to all participants. Crewmembers should be encouraged to cross deck to a neighboring ship in order to participate in scheduled training if maintenance, install or other industrial work makes participation onboard impractical. The ability to implement a robust inport training program using embedded simulator capability and inport training resources is a hallmark of an effective IDTC plan geared toward maintaining watch team and training team proficiency.

5. **Battle Group Inport Exercise (BGIE).** Ref (a) delineates the requirement to conduct inport multi-ship tactical scenarios throughout all phases of the Interdeployment Training Cycle (IDTC). This series of Battle Group Inport Exercises (BGIE) has the potential to enhance combat surge capability, leverage underway training opportunities, sustain training team and watch team proficiency following completion of the Basic Phase, and potentially save money.

a. Each ship will be required to conduct at least one unit-level BGIE (BGIE-U) during Basic Phase training. The BGIE-U tactical scenarios will be made available to any other ship that desires to participate, provided prior arrangements are made with OCE, ATG and FCTC/TTG. At least one full day of scenarios shall be presented during the BGIE-U. Participating ships shall attempt to complete the following training opportunities prior to the BGIE-U to the greatest extent possible in order to maximize this valuable training opportunity:

- (1) Battle Force Tactical Trainer (BFTT) refresher training

- (2) Shipboard Team Training (SBTT) Course
- (3) Basic Multi-TADIL Trainer (BMTT)
- (4) Combat Systems Training Team (CSTT) Trainer
- (5) Training Supervisor (TRASUP) Course
- (6) SQQ-89 OBT Operator Course (K-130-1117)

b. Objectives of the BGIE-U are to demonstrate competency and proficiency in initializing and operating embedded combat systems trainers and to improve ship's tactical proficiency. Upon completion of BGIE-U, the exercised ship should be able to join the inport training architecture and exercise its combat systems at a level of competency which enhances the training value received during follow-on BGIE events and other Intermediate and Advanced Phase training exercises.

c. The tactical scenarios conducted during the BGIE-U will be generated from a designated shore node. Shipboard watchstanders will be supported and observed by applicable training commands (Afloat Training Group (ATG), Aegis Training and Readiness Center (ATRC), etc.). Scenarios shall be tied to Basic Phase training objectives and repetitive (FXP) exercise accomplishment to the greatest extent possible.

d. Opportunities to conduct BGIE-U will be made available to meet Fleet Concentration Area requirements. ISICs will ensure unit level BGIE events are included in a ship's schedule in order to maximize ship participation and avoid conflict with completion of other Basic Phase milestones. ATG will provide scheduling assistance and support accordingly.

e. The OCE shall submit a post-exercise message to TYCOM, participating ships and training commands upon completion of the event. At a minimum, this message shall include the following information for each participating ship:

- (1) Time required to energize embedded trainers and align with Combat System for training
- (2) Time required to connect with BGIE distributed architecture (data link & voice comms)
- (3) Time each embedded combat system trainer was used in support of BGIE-U scenarios (e.g. BFTT, SQQ-89 OBT, BEWT)
- (4) Amount of training time lost due to equipment casualties
- (5) Specific SURFORTRAMAN training objectives and FXP exercises accomplished

6. **Other inport training events.** The exercises listed in paragraph 2 above are not an exhaustive list of inport training events available to SURFOR ships. Simulated Tomahawk missile mission planning and tactical air control availabilities are just a few of the many established training opportunities resident within multiple Fleet Concentration Areas. ISICs and ships are encouraged to identify, schedule and participate in as many inport training opportunities as required to maintain tactical and operational proficiency at acceptable levels.

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SECTION 4

CERTIFICATIONS AND QUALIFICATIONS

Ref: (a) COMFLTFORCOMINST 3501.3 (Fleet Forces Command Fleet Training Strategy)  
(b) Navy Electronic Warfare Library (NEWL) ([http://www/nwdc/navy.smil.mil/Command/Doctrine/NWEL\\_pub-mgt/default.cfm](http://www/nwdc/navy.smil.mil/Command/Doctrine/NWEL_pub-mgt/default.cfm))

2401. **General:** This section describes detailed criteria for evaluating a ship's readiness in 21 specific mission areas or core competencies. The purpose in providing these criteria is to assure alignment in training practices and certification processes across the Surface Force in support of the type commander roles defined in reference (a). The following diagram represents the certification process:

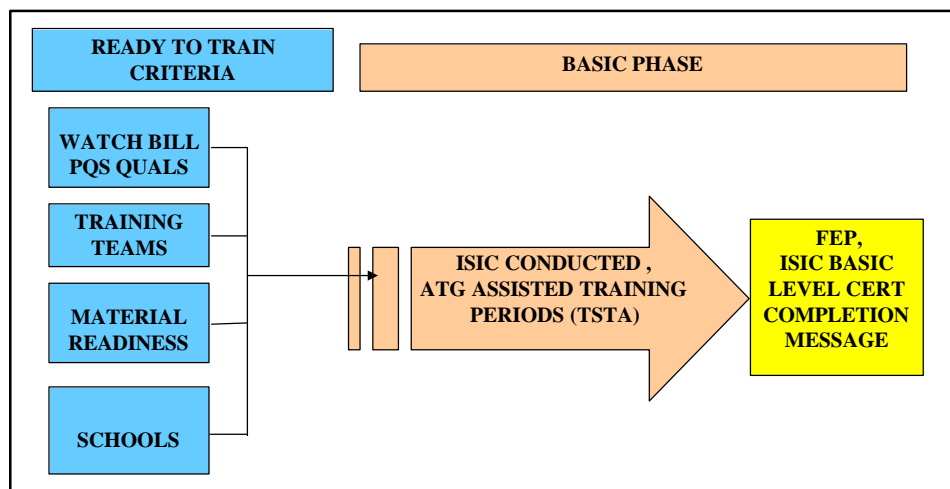


Figure 2-4-1 THE CERTIFICATION PROCESS

2402. **Certification Criteria:** Tabs A through U of this section provide detailed certification criteria in multiple areas. Some Tabs do not apply to all classes of ships based on mission. To the greatest extent possible, each Tab is arranged in the same format and sequence for ease of use by the user and addresses resources that should be available to personnel in each area; goals to be completed in preparation for CART II; details concerning administration, material or operations; the training methodology to be employed; objectives to be achieved; exercises to be completed; end-state at certification, and an outline of follow-on training. Each portion is described below:

a. Certification applicability describes to which classes the certification requirements pertain. This is also summarized in Figure 2-4-2.

b. The reference list is provided to assist ships in gathering essential source material to support the training program. Reference (b) is an invaluable resource to locate current, up-to-date, electronic copies of a wide variety of publications.

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c. The ready to train goals to be achieved contain elements common to most certification criteria and any unique elements to the specific area being certified. Those that are considered to be prerequisites for CART II are indicated with a “\*” sign. If prerequisite items are not anticipated to be complete by

<b>REQUIRED BASIC PHASE CERTIFICATIONS</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7 3</b>	<b>D D 9 6 3</b>	<b>D D 5 1</b>	<b>F G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
TAB A: AVIATION	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
TAB B: AMPHIBIOUS WARFARE										X	X	X		X	X		
TAB C: AT/FP	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB D: AIR WARFARE	X	X	X		X	X	X	X	X	X	X	X		X	X		
TAB E: COMMUNICATIONS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB F: CRYPTOLOGY <sup>1</sup>	X				X	X	X			X	X						
TAB G: ELECTRONIC WARFARE	X	X	X		X	X	X	X	X	X	X	X		X	X		
TAB H: MEDICAL	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB I: DIVING AND SALVAGE				X													
TAB J: INTELLIGENCE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB K: COMBAT LOGISTICS		X	X							X	X						
TAB L: MINE WARFARE																X	X
TAB M: DAMAGE CONTROL	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB N: ENGINEERING	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB O: NAVIGATION	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB P: SEAMANSHIP	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB Q: STRIKE WARFARE <sup>2</sup>					X	X	X										
TAB R: SURFACE WARFARE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
TAB S: UNDERSEA WARFARE					X	X	X	X									
TAB T: VBSS					X	X	X	X				X		X	X		
TAB U: 3M	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

**Figure 2-4-2 Required Certifications Listed By Ship Class**

commencement of CART II, this fact should be indicated in the ship's Pre-CART II Report, see Article 2207.b. With respect to the following goals:

(1) Two PQS qualified Condition III watch teams: Except in Engineering, where this is required at CART II, the second team may be formed from the ship's CSTT or one watch team can be the CSTT for the other. In Engineering, the ship must have two watchteams and a training team at CART II.

(2) Preponderance (70%) of required schools in each area. To achieve this goal, the importance of having conducted a thorough CART I during deployment, per Section 2 of this chapter, cannot be overemphasized. In the ship's Pre-CART II Report a list of all required schools and names of graduates will be developed from lists of required NECs, NOBCs, SURFORTRAMAN Appendix D schools and SPAWAR IBFT lists. At CART II, it is expected that at least 70% of these requirements will have been satisfied with the remainder planned to be completed prior to deployment. This list will be broken down into the individual certification areas to determine if any serious shortages exist in any particular area.

<sup>1</sup> Not Applicable to FL I DDGs

<sup>2</sup> VLS ships only

d. CART II Administration/Material/Operations: This section describes specific things that must be accomplished to verify readiness to begin training at the completion of CART II.

e. Basic Phase Training Methodology is a description in each certification area of how the training will be conducted. At some point during basic phase training, the ship will be required to demonstrate that it can effectively conduct operations at Condition I.

f. Training Objectives: This section lists the objectives that training is designed to achieve during post-CART II training.

g. Required Exercises: This section lists the exercises from the SURFORTRAMAN expected to be completed in each certification area. This is an integrated list. For example, the AW Certification Criteria lists not only AW exercises from the SURFORTRAMAN, but also exercises in CCC and NCO that relate to AW.

h. Basic Phase Certification: This section lists the end-point of training requirements for certification in the specific area being evaluated. Items that have not been completed by FEP, must be reported in the ISIC's FEP Completion/End of Basic Phase Report, with a POAM to correct. See Article 2205.c for format and content. If the particular area being certified is a primary mission area, the ship must achieve an M2 in the related training resource category for SORTS reporting. Where the training resource category embraces more than one certification area; e.g., MOB, includes Damage Control, Engineering, Navigation and Seamanship, the individual certification score can be determined using the formula in Article 4303.

i. Follow-on Training: This section lists anticipated follow-on training in subsequent training phases. An essential element in maintaining training readiness throughout the IDTC is planning for personnel turnover, watchbill maintenance and qualification of new personnel. For each certification area involving watch organizations, the ship must maintain a Watch Team Replacement Plan (WTRP) with emphasis in the following areas:

(1) Stable watch organization extending one-year into the future, quarter by quarter, to preclude unnecessary watchteam changes that adversely affect training progress for the team as a whole.

(2) Long range planning to ensure required replacement personnel are identified and fully qualified prior to assignment to the watchbill.

(3) Definitive ties between WTRP and PQS program management to ensure PQS goal assignment and actual goal attainment support watch team replacement requirements.

2403. **Hull/Crew Exchanges.** In cases where crews move from one ship to another; e.g., "Sea Swap" or FDNF ship exchanges where crews remain in original homeport, the general rule is that certifications move with the crew. In those cases where there are significant material elements in the certification, those elements must be verified as being satisfactory incident to crew turnover.

2404. **ISIC Report of Expected Certification Expiration.**

a. Certifications expire in 24 months. The effective date of certification will be the date that all elements are complete; however, in the event that certification or recertification is delayed because some element cannot be completed due to some external cause; e.g., lack of services, the effective date of certification will be tied to the earlier date when the bulk of the certification was conducted. When complete, ships will report that fact for each certification in TRMS by TRAREP using the appropriate effective date of completion.

b. Planning should preclude expiration of certification before re-certification is completed. In the event, anytime within 90 days of expiration of certification, a path for timely re-certification is not clear,



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ISIC will report such fact to the appropriate TYCOM, with explanation of the situation and plan for corrective action. When certification is complete, ISIC will report that fact by message, INFO the supporting ATG, which concludes with the phrase "ATG CONCURS."

2405. **Restricted Operations**. For the mobility areas (MOB-D, E, N and S), expiration of certification means that the ship does not meet minimum requirements for unrestricted operations and is limited to restricted operations. Unless a TYCOM waiver has been obtained by the ISIC (see below), the following restrictions apply for restricted operation ships:

- a. Operate at sea only for ISIC-supervised training to correct deficiency, or in the event of emergency sorties or national emergencies.
- b. Embark sufficient numbers of qualified personnel when conducting operations to ensure safe operation of the ship.

A restricted operations ship is cleared for unrestricted operations only when all mobility certifications (MOB-D, E, N and S) are current. ISICs will report to TYCOM any ship that is limited to restricted operations; report shall include plan to correct deficiency and regain mobility certification. When ship is again cleared for unrestricted operations, ISICs will report status to TYCOM. When circumstances are such that the ISIC has confidence in a ship's ability to safely operate its plant and operational necessity precludes normal recertification in a timely manner, ISIC may recommend to TYCOM that the recertification time limit be waived for a specific period of time.

Tab A: Aviation (AIR) Certification Criteria  
Tab B: Amphibious Warfare (AMW) Certification Criteria  
Tab C: Anti-Terrorism/Force Protection (AT/FP) Certification Criteria  
Tab D: Air Warfare (AW) Certification Criteria  
Tab E: Communications (CCC) Certification Criteria  
Tab F: Cryptology (CRY) Certification Criteria  
Tab G: Electronic Warfare (EW) Certification Criteria  
Tab H: Medical (FSO-M) Certification Criteria  
Tab I: Diving and Salvage (FSO-S) Certification Criteria  
Tab J: Intelligence (INT) Certification Criteria  
Tab K: Combat Logistics Force (LOG) Certification Criteria  
Tab L: Mine Warfare (MIW) Certification Criteria  
Tab M: Damage Control (MOB-D) Certification Criteria  
Tab N: Engineering (MOB-E) Certification Criteria  
Tab O: Navigation (MOB-N) Certification Criteria  
Tab P: Seamanship (MOB-S) Certification Criteria  
Tab Q: Strike Warfare (STW) Certification Criteria  
Tab R: Surface Warfare (SW) Certification Criteria  
Tab S: Undersea Warfare (USW) Certification Criteria  
Tab T: Visit, Board, Search and Seizure (VBSS) Certification Criteria  
Tab U: Force Maintenance and Material Management (3M) Certification Criteria

TAB A TO SECTION 4

AVIATION (AIR) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: AGF, AOE, ARS, CG, DD, DDG, FFG, LCC, LHA, LHD, LPD, and LSD.

2. Aviation References

- (a) NAVAIRWARCENDIV LAKEHURST 4.8.10.4 – Helo Operating and Support Facilities Bulletin #1B
- (b) NAVAIRWARCENDIV LAKEHURST 4.8.10.4 - Air Capable Ship Aviation Facilities Bulletin #1H
- (b) NAVAIR 00-80R-14 NATOPS USN A/C Emergency Rescue Info Manual Chapters 8/9
- (c) NAVAIR 00-80T-106 NATOPS LHA/LHD/MCS
- (d) NWP 3-04.1 Helicopter Operating Procedures for Air Capable Ships
- (e) NAVAIR 00-80T-109 NATOPS for Aircraft Refueling
- (f) COMNAVSURFOR 3700(series) - Aviation Readiness Qualification (ARQ) and Certification Aviation Facilities Onboard COMNAVSURFPAC/LANT Ships
- (g) FXP-4
- (h) ATGPAC Website ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)) for Basic Afloat Training Package (BATPAC)
- (i) ATGLANT Website ([www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil)) Toolbox
- (j) Memorandum of Agreement (MOA) between CNSL and CNAL dated 31Mar 00

3. Aviation Ready to Train Goals (Completed prior CART II)

- (a) Aviation facilities certified by ASIR IAW reference (a), (f).
- (b) ARQ complete

4. Aviation CART II Admin/Material/Operations

- (a) Verify aviation “Ready to Train” goal status

5. Aviation Basic Training Phase Methodology. ATG will generally conduct the ARQ prior to CART II. Since the AAV/ARQ is conducted inport, ATG will assess and train in the following events during the day of at-sea air operations: Helo Day-Land Launch (DLQ's), Hot Refuel (Hot Pump), Helo in-flight Refueling (HIFR) are mandatory items for completion. Vertrep, and Fire Drill are optional parts of the Helo day, but completion of these events are tentatively scheduled and highly encouraged<sup>1</sup>. Ship's with Air Departments (LHD/LHA/LPD/AGF class ships), must demonstrate the ability to integrate their Aviation Training Team (ATT) with other training teams in multi-warfare scenarios during CART II and FEP. Completion of ARQ indicates that ATT and Watchstanders are at a minimum proficiency level of "B/B." However, ATG will observe any of the below listed integrated drills during CART and FEP to ensure integration in a complex, stressful multi-threat environment. ATG will also provide additional training during the TSTA Phase as requested by the ship/ISIC during the planning process. In addition, the following items are to be include in the scenario package for all ships with ATTs:

- (a) ATT/Multi Training Team integration in an at-sea fire party exercise, or Repair Locker response to any of the following:
  - (1) A/C fire on the Flight/Hangar Bay as result of missile/small boat attack.
  - (2) A/C (Jacked) ruptured fuel cell and Class "B" fire in Hangar Bay as a result of mine hit.
  - (3) Flight/Hangar Bay damage as a result of missile/small boat attack.

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<sup>1</sup> Helo day is mandatory for units with the exception of those combatant and amphibious units, i.e. FDNF units, that continually operate with embarked aviation assets. Helo day will be optional for FDNF units.

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- (b) The following drills will be conducted IAW Reference (f):
- (1) Fuel station casualty (Flight or Hangar Deck) (Phase I/II stand alone)
  - (2) Combined below decks casualty to include Pumproom/Filter (Phase III/IV stand alone).
  - (3) RAS operation during FEP, if ship's schedule allows, for assessment. (Phase V)

The Aviation Certification is achieved when all requirements in paragraph 8 are met.

6. Aviation Training Objectives. The following objectives shall be completed by the flight quarters personnel. Details are contained in reference (f). ( \* Denotes Mandatory Items for completion)

- \*Launch/recover helicopter
- \*Refuel helicopter on-deck while engines are running
- \*Refuel helicopter in-flight
- Replenish ship with helicopter
- Fight Helo/Aircraft Fire IAW with reference (b)
- Fight aircraft fire (hangar) IAW reference (c)
- Combat A/C Fire Fighting (Flight deck) Aviation Amphibious Assault (LHA/LHD)

7. Aviation Warfare SFTM Exercises. See SFTM Appendix A for ship class applicability. Exercise descriptions are contained in Ref (f).

<u>Exercise Description</u>	<u>Periodicity</u>
MOB-D-17-SF AVIATION FUEL CASUALTY	6,12,18
MOD-D-18-SF A/C CRASH AND FIRE	3,6,12
MOB-D-22-SF HANGAR DECK A/C FIRE	3,6,12
MOB-D-27-SF HELO CRASH F/F	1,2,3

8. Aviation Basic Phase Certification

- (a) Aviation Facility Certification (ASIR)
- (b) ARQ Complete
- (c) Assess ship's Watchteam Replacement Plan (WTRP) ARQ
- (d) CART/FEP (LHA/LHD/LPD/AGF only) Scenario provided by ATG/ integrated
- (e) Completion of applicable Training Objectives in paragraph 6 above.
- (f) M-2 in Aviation Training SORTS
- (g) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Aviation Follow on Training/Certifications

- (a) Aviation detachment Week one work-ups (WOWU)
- (b) Amphibious Specialty Training
- (c) Assess ship's Watchteam Replacement Plan (WTRP)

TAB B TO SECTION 4

AMPHIBIOUS WARFARE (AMW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: LHA, LHD, LPD and LSD.
2. Amphibious Warfare References
  - (a) Navy-wide OPTASK Amphibious Warfare
  - (b) FXP-5
  - (c) COMNAVSURFLANT/COMNAVSURFPACINST 3340.3D (Wet Well Manual)
  - (d) Safe Engineering and Operations Manual for LCAC Vol. 1-6 (SEAOPS)
  - (e) ATGPAC Website ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)) Basic Afloat Training Package (BATPAC)
  - (f) ATGLANT Website ([www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil)) Toolbox
3. Amphibious Warfare Ready to Train Goals (Completed prior to CART II)
  - (a) One PQS qualified (including Interim qualifications) watch team
  - (b) PQS qualified STT
  - (c) Crane Material Certifications and Weight Test Logs
  - (d) Commanding Officer's Battle Orders signed by current Commanding Officer
  - (e) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the AMW mission area prior to the start of Amphibious Specialty Training (AST)
4. Amphibious Warfare CART II Admin/Material/Operations
  - (a) Verify AMW "Ready to Train" Goals status
  - (b) Material, admin and readiness checks
  - (c) Appraise training aids and training devices
5. Amphibious Warfare Basic Phase Training Methodology. After CART II, one week of Basic Amphibious Training (BAT) will be conducted. BAT training requirements include basic classroom lectures for OPS/DECK personnel and the following exercises: AMW-4/5/12/13/39-SF. In addition, LCU well deck handling operations and one underway ship-to-shore movement exercise will be completed. The vast majority of BAT will be conducted inport and shall be scheduled during the basic phase prior to AST. AST has been developed to provide the maximum dedicated amphibious training possible in all amphibious conditions of readiness (I-A, III-A, IV-A, and V-A).
6. Amphibious Warfare Terminal Objective. The following objectives and tasks shall be completed by both sections of the AMW watchteams upon completion of AST: The ship will demonstrate proficiency in day and night wet-well operations by planning and executing amphibious landings, loading and transportation of amphibious landing craft.
7. Amphibious Warfare SFTM Exercises. See SFTM Appendix A for class applicability. Exercise descriptions are contained in FXP-5.

Exercise Description		Periodicity
AMW-4-SF	EMBARK PLANNING	6, 9, 12
AMW-5-SF	ASSAULT BOAT HOIST AND LOWERING	3, 6, 9
AMW-6-SF	EMBARK/DEBARK LAND CRAFT – WELL DECK	6, 9, 12
AMW-7-SF	EMBARK/DEBARK LCAC – WELL DECK	6, 9, 12
AMW-11-SF	SURF OBSERVATION AND MSI EVOLUTIONS	3, 6, 9
AMW-12-SF	BASIC CARGO HANDLING	12, 18, 24
AMW-13-SF	BASIC WELL DECK CARGO HANDLING	6, 9, 12
AMW-16-SF	WELL DECK CARGO HANDLING	6, 9, 12

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AMW-20-SF	LARC V WET WELL OPERATIONS	6, 12, 18
AMW-27-SF	ASSAULT CRAFT HANDLING IN WELL DECK OPS	6, 12, 18
AMW-28-SF	CONTROL SHIP-SHORE MOVEMENT	12, 18, 24
AMW-29-SF	CONTROL SHIP TO SHORE MOVEMENT (LOW VIS)	12, 18, 24
AMW-30-SF	CONTROL SHIP-SHORE MOVEMENT (NIGHT)	12, 18, 24
AMW-34-SF	EMBARK/DEBARK AAV FROM WELL	6, 9, 12
AMW-35-SF	EMBARK/DEBARK AAV FROM LST	6, 9, 12
AMW-36-SF	U/W LAUNCH AAV	6, 9, 12
AMW-37-SF	CONTROL AAV SHIP-SHORE MOVEMENT	6, 9, 12
AMW-39-SF	LCU STERNGATE MARRIAGE TO WELL DECK	12, 18, 24
AMW-61-SF	CONTROL LCAC SHIP-SHORE MOVEMENT	6, 9, 12
AMW-70-SF	LAUNCH/RECOVERY OF CRRC	12, 18, 24

8. Amphibious Warfare Basic Phase Certification

- (a) Satisfy all AMW "Ready to Train" Goals
- (b) Assess ship's Watchteam Replacement Plan (WTRP)
- (c) One qualified watchteam having completed all applicable objectives and tasks
- (d) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the AMW mission area
- (e) Provide shore services to LCU
- (f) Complete Amphibious Specialty Training
- (g) FEP (Scenario provided by ATG/CPG) validating training self-sufficiency and watch team proficiency
- (h) M2 in AMW Training SORTS
- (i) Well Deck LCAC Certification IAW SEAOPS
- (j) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Amphibious Warfare Follow-on Training / Material Assessments

- (a) ARG Certification
- (b) Intermediate/Advanced Amphibious Warfare SFTM Exercises
- (c) Intermediate/Advanced Amphibious Warfare SFTM Schools
- (d) Assess ship's Watchteam Replacement Plan (WTRP)

<u>Exercise</u>	<u>Description</u>	<u>Periodicity</u>
AMW-38-SF	AAV SHIP-SHORE MOVEMENT	6, 9, 12
AMW-46-SF	Receive Casualties In Well Deck	6, 9, 12
AMW-69-SF	AMPHIB ENVIRONMENTAL SUPP	12, 24, 36
AMW-71-SF	CRRC RAID PLAN	12, 18, 24
AMW-1-I	VERTICAL ENVELOPMENT	4, 8, 12
AMW-6-I	HELO LAUNCH/RECOVERY EMCON	6, 12, 18
AMW-7-I	INSTRUMENT APPROACH A/C	6, 12, 18
AMW-9-I	HELO LOAD/UNLOAD	6, 12, 18

TAB C TO SECTION 4

ANTI-TERRORISM FORCE PROTECTION (ATFP) CERTIFICATION CRITERIA

1. This certification applies to all ship classes. Unlike other certifications which normally start at CART II, it is intended that the ATFP certification process commence as soon as possible following return from deployment and complete prior to CART II.

2. Anti-Terrorism Force Protection References

- (a) COMNAVSURFORINST 3300.1 Antiterrorism Force Protection (ATFP) Program
- (b) TM SWDG 3-20.4-01 Tactics, Techniques, and Procedures for Surface Ship Force Protection Antiterrorism in an Asymmetrical Threat Environment
- (c) Navy-Wide OPTASK Anti-Terrorism Force Protection
- (d) DOD Instruction O-2000.16 (Series)
- (e) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.navy.mil](http://www.atgl.navy.mil))
- (f) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))

3. Anti-Terrorism Force Protection Ready to Train Goals (Completed prior to CART II)

- (a) Afloat Self Assessment (ASA) Checksheet completion (See Ref. (e))
- (b) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the ATFP mission area
- (c) Three inport duty section Security Force watch bill
- (d) Sufficient weapons qualifications to support inport duty sections
- (e) Three Qualified (including Interim qualifications) Boat Crews (one per duty section)
- (f) Force Protection Training Team (FPTT) designated and PQS qualified
- (g) Equipment inventory IAW current FP AEL
- (h) Shipboard Physical Security / Force Protection Plan
- (i) Complete Levels I, II, and III ATFP awareness training (reference (d))

4. Anti-Terrorism Force Protection CART II Admin/Material/Operations Review

- (a) Verify Anti-Terrorism Force Protection Goals status
- (b) Material Readiness Checks: Equipment inventory IAW current FP AEL
- (c) Appraise training aids and training devices as applicable
- (d) Assess a ship executed ATG provided scenario (See Ref. (f))
- (e) An assessment of the Ship's ATFP instruction will be conducted for both CONUS and OUTCONUS ports

5. Anti-Terrorism Force Protection Basic Phase Training Methodology. ATG will assess and train the ship in requirements in reference (a) through (c). The ship will collapse into a maximum of three inport duty section rotation and will simulate being in a foreign port (tailored to upcoming deployment AOR). Upon demonstration of basic ATFP proficiency, a nighttime small boat attack will be scheduled while the ship is at anchor to demonstrate the deployment of ATFP countermeasures against an asymmetrical threat. In the interest of safety, it is strongly desired that simulated weapons (RED GUNS) vice shipboard weapons be utilized during ATFP training and assessment periods. Certification normally occurs prior to CART II and is achieved when all requirements of paragraph 8 are met..

6. Anti-Terrorism Force Protection Training Objectives. The following objectives shall be completed by the Security Force of all three inport duty sections.

Deter Terrorist Activities  
Counter Terrorist Activities  
Transition through Force Protection Conditions

7. Anti-Terrorism Force Protection STM Exercises.

<u>Exercise</u>	<u>Description</u>	<u>Periodicity</u>
NCO-19-SF	SMALL ARMS QUALIFICATIONS	6, 12, 18
NCO-28-SF	ROE	3, 6, 9
NCO-29-SF	DEFENSE AGAINST SWIMMERS	12, 18, 24
NCO-30-SF	SHIP PENETRATION – BASIC	1, 2, 3
NCO-32-SF	TERRORIST A/C ATTACK	6, 12, 18
NCO-34-SF	BOMB THREAT	6, 12, 18
NCO-35-SF	HOSTAGE THREAT	6, 12, 18
NCO-39-SF	FP PLANNING EXERCISE (PIERSIDE)	6, 12, 18
NCO-40-SF	FP EXECUTION EXERCISE (PIERSIDE)	18, 24, 0
NCO-41-SF	FP PLANNING EXERCISE (WATERSIDE)	6, 12, 18
NCO-42-SF	FP EXECUTION EXERCISE (WATERSIDE)	18, 24, 0

8. Anti-Terrorism Force Protection Basic Phase Certification

- (a) Satisfy all applicable Anti-Terrorism Force Protection “Ready to Train” Goals
- (b) Assess ship’s Watchteam Replacement Plan (WTRP)
- (c) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the ATFP mission area
- (d) Completion of applicable Training Objectives in paragraph 6 above by a maximum of 3 inport duty sections
- (e) Complete nighttime small boat attack exercise at anchor.
- (f) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Anti-Terrorism Force Protection Follow on Training/Assessments

- (a) Battle Group/ARG/MEF ATFP Exercise
- (b) Assess ship’s Watchteam Replacement Plan (WTRP)

TAB D TO SECTION 4

AIR WARFARE (AW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: AGF, AOE, CG, DD, DDG, FFG, LCC, LHA, LHD, LPD and LSD.

2. Air Warfare References

- (a) Combat Systems Techniques and Procedures (Ship Class)
- (b) ACP-165 (Operational Code Words)
- (c) OPNAVINST 1211.2Q (Shipboard Air Controller Qualification and Requirements)
- (d) NWP 3.01.01 (Anti-Air Warfare)
- (e) NWP 3.01.10 (Anti-Air Warfare Commanders Manual)
- (f) Navy-wide OPTASK Air Defense
- (g) FXP 2K (Anti-Air Warfare (AAW) Exercises)
- (h) CJCSM 6120.01(series) Joint Multi-TADIL Operating Procedures
- (i) OPNAVINST C3120.40 LINK 4A OPERATING PROCEDURES
- (j) UNDERSTANDING LINK 11...Guidebook and procedures for LINK 11
- (k) UNDERSTANDING LINK 16...Guidebook and procedures for LINK 16
- (l) NAVY-WIDE OPTASK COMMS
- (m) NAVY-WIDE OPTASK LINK
- (n) TADIL Consolidated Navy Training System Plan (N6-NTSP-E-70-0105)
- (o) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)  
[/www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
- (p) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))

3. Air Warfare Ready to Train Goals (Completed prior to CART II)

- (a) Afloat Self-Assessment (ASA) checklist completed
- (b) Two PQS qualified (including Interim qualifications) watchteams, including two PQS qualified Track Supervisors/TICs (qualified CSTT may serve as second watchteam)
- (c) LINK 11/16 Quick-Look completed (NCTSI)
- (d) Complete Magazine Sprinkler Certification IAW PMS.
- (e) TACAN Certification
- (f) Current Combat Systems Smooth Log
- (g) \*AICs current and proficient
- (h) Commanding Officer's Battle Orders signed by current Commanding Officer
- (i) Ammo Load, on hand or on order, sufficient to support Basic Phase Training.
- (j) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the AW mission area completed
- (k) Operational imbedded Combat Systems Training device
- (l) Firing Plans drafted IAW reference (g).

4. Air Warfare CART II Admin/Material/Operations

- (a) Verify AW "Ready to Train" Goals status
- (b) Material Readiness Checks: OCSOT, SOT, POFA and PSOT
- (c) Level of knowledge examinations (as applicable)
- (d) Appraise training aids and training devices
- (e) Participate in a local LINK (if underway during CART II)
- (f) Assess a ship executed ATG/ATRC provided scenario

5. Air Warfare Basic Phase Training Methodology. ATG (with ATRC as applicable) will assess and train watchteam/watchstander supervisory/operator personnel and support the ISIC in assessment/certification in Air



Warfare, including surveillance, LINKS, casualty control procedures, and weapons systems supporting Air Warfare. ATG (with ATRC as applicable) will provide objective-based scenario training/assessment utilizing live service aircraft and embedded shipboard or portable training devices to support the development of Air Warfare training team members and watchstanders/watchteams. Live services may be utilized to conduct a Detect-to Engage sequence, and will be employed to support live missile, gun and self-defense weapons system's firings needed to attain M-2 in AW readiness. ATG (with ATRC as applicable) will also provide shipboard tactical/technical training using embedded or portable shipboard training devices. Training for individual and CIC team watchstanders will be conducted utilizing lectures and single and multiple warfare area scenarios. Stand-alone and integrated scenario based AW Training with ship's Combat Systems Training Teams (CSTT) and AW watchteams will be conducted in accordance with Class Combat Systems Techniques and Procedures, applicable OPTASKS and The Commanding Officer's Battle Orders.

Basic LINK 11/16 configuration, data exchange, NECOS/FJUA and Satellite proficiency will be demonstrated during a Battle Group MULTI-TDL exercise or inport training exercises (MITE). A unit must demonstrate proficiency with two watchteams. ATG, FCTC, NCTSI, ATRC, SESEF and FTSC will assist in the assessment, training and troubleshooting of ships in the initiation and operation of LINK 11, LINK 16 and LINK 4A. LINK capable units will designate a LINK Response Team (LRT) consisting of a minimum of three personnel in ratings directly related to establishing and maintaining LINK connectivity. Ratings include, but are not limited to, OS/FC/ET/IT. LINK Response Team personnel shall ensure shipboard LINK/TDL connectivity IAW JMTOP procedures. CIC LCPO and LRT personnel are required to attend all MITE briefs and participate in exercises. ATG will utilize all available group trainers (I.E. BGIE, MGIT) to assist with the accomplishment objectives and complete necessary training. Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

The Air Warfare Certification is achieved when all Air Warfare basic phase certification requirements listed in paragraph 8 are met.

6. Air Warfare Training Objectives. Ships will demonstrate proficiency in the following objectives and tasks by both sections of the AW watchteam and condition 1 watchteam in a synthetic environment prior to the end of the basic phase training. Ships will use the ATG's watchteam/watchstander training objectives and tasks to complete the following during basic phase training:

- (a) Analyze and Plan for an AW Mission
- (b) Initialize and Configure/Reconfigure Systems to include transition of weapons posture
- (c) Detect Air Contacts
- (d) Classify Air Contacts
- (e) Track Air Contacts
- (f) Report Air Contacts
- (g) Engage Air Contacts
- (h) Establish and Maintain LINK 11
- (i) Establish and Maintain LINK 16
- (j) Establish and Maintain Multi-LINKS
- (k) Establish and Maintain CEC (as applicable)
- (l) Control Combat Systems Casualties

7. Air Warfare SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. See SURFORTRAMAN Appendix C for exercise equivalencies. Exercise descriptions are contained in FXP-2. Circumstances may dictate completion of some exercises (including firing exercises) after basic phase training.

Exercise	Description	Periodicity
AW-2-SF	LINK 11 Operations	24, 0, 0
AW-3-SF	Radar and IFF Tracking	3, 6, 9
AW-4-SF	AA Target Desig & Acq (Non-Firing)	24, 0, 0
AW-6-SF	S/S Air Tgt Detect, Track, Desig & Acq (Non-Firing)	24, 0, 0
AW-7-SF	Tactical AW	3, 6, 9

AW-11A-SF Subsonic ASMD Stream Raid (Firing)	24, 0, 0
AW-11C-SF RAM Fleet round simulator engagement	24, 0, 0
AW-12-SF AA Gunnery (Firing)	24, 0, 0
AW-15-SF Info Procedures	24, 0, 0
AW-17-SF LINK 11 Intrusion – Jamming	24, 0, 0
AW-20-SF CIWS Readiness Evaluation	24, 0, 0
AW-21-SF CIWS Firing	24, 0, 0
AW-24-SF Detection to Engage Sequence (Non-Firing)	24, 0, 0
AW-26-SF LINK 4A AIC	24, 0, 0
AW-27-SF S/S ASMD Low Altitude (Firing)	24, 0, 0
AAW-3-I Air Intercept Control	24, 0, 0
AAW-4-I Aircraft Control - Lost Plane Homing	24, 0, 0
CCC-6-SF Radio-Telephone Drills	3, 6, 9
CCC-15-SF NDTs Initiation/Operation	3, 6, 9
CCC-16-SF AEGIS Doctrine Management	6, 12, 18
CCC-17-SF LINK 11 Fast Frequency Change	3, 6, 9
NCO-1-SF Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF Assist to Remote Stations	3, 6, 9
NCO-3-SF Invest and Reporting	3, 6, 9
NCO-4-SF Report of Elect Casualty	6, 12, 18
NCO-5-SF Casualty Repair during loss of lighting	6, 12, 18
NCO-6-SF Use of Installed Spare Fuses	6, 12, 18
NCO-8-SF Sound-Powered Phone Casualty	6, 12, 18
NCO-9-SF Secondary ECC/CSMC	6, 12, 18
NCO-10-SF Elect. Cooling Water Casualty	6, 12, 18
NCO-11-SF Class “C” Fires ELEX Spaces	3, 6, 9
NCO-12-SF Equipment Casualty Repair	3, 6, 9
NCO-13-SF Use of ECC/CSOSS Manual	6, 12, 18
NCO-14-SF Draw Emerg. Repair Parts	3, 6, 9
NCO-15-SF Alternate Power Source	3, 6, 9
NCO-16-SF ECC/ESS	12, 18, 24
NCO-28-SF ROE	3, 6, 9
NCO-32-SF Terrorist Aircraft Attack (at sea)	6, 12, 18

8. Air Warfare Basic Phase Certification

- (a) Satisfy all AW “Ready to Train” Goals
- (b) Assess ship’s Watchteam Replacement Plan (WTRP)
- (c) Demonstrate Condition I and III watchteams
- (d) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the AW mission area
- (e) Completion of all applicable objectives and tasks by two AW watchteams and one condition 1 watchteam
- (f) Completion of applicable objectives and tasks by two LINK Operators in conjunction with Multi-TADIL Exercises
- (g) Complete a successful Detect-to-Engage (AAW-24-SF) (as applicable)
- (h) Demonstrate unit level tactics using current TACMEMOS and publications:
  - (1) TM 3-01.11-01 AAW Planning Guide
  - (2) NWP 3-01-12 Surface Ship AAW Tactics
  - (3) Theater Specific OPTASKS/Supplement
- (i) M-2 in AW Training SORTS (circumstances may dictate completion of some exercises after basic phase training):

9. Air Warfare Follow-on Training / Material Assessments:

- (a) C5RA

(b) Intermediate/Advanced Air Warfare SURFORTRAMAN Exercises

Exercise Description	Periodicity
AAW-5-I AA TGT Desig/Acq Mult TGT Env- Cap Coord	24, 0, 0
AAW-7-I ECCM-CAP Coord in Mech Jamming	24, 0, 0
AAW-8-I Tactical AW Cap/MSL Coord	24, 0, 0
AAW-9-I Tactical AW Cap/MSL Coord w/ Countermeasures	24, 0, 0
AAW-10-I COORD CAP/MSL Employ	(Advanced)
AAW-11-I COORD CAP/MSL Employ in ECM Environment	(Advanced)
AAW-13-I CINTEx	24, 0, 0
AAW-14-I Aircraft ASM Platform / ASM Intercept	(Advanced)

(c) Intermediate/Advanced Air Warfare SURFORTRAMAN Schools

SCHOOLS	CIN
FADC	T0025-9-01

(d) Air Tasking Order (ATO) reception/analysis/dissemination by all available means

(e) Battle Group Multi-LINK Training (ATRC) (S-221-4001)

(f) Battle Group Inport Exercise (BGIE)

(g) LINK 4A/16 will be demonstrated and evaluated using the SESEF range and/or LINK 4A/16 capable aircraft (E-2C, F/A-18, etc) during follow-on training, if not completed during Basic Phase.

(h) Assess ship's Watchteam Replacement Plan (WTRP).

(i) TDL Operational Verification (Long Look) (TOV L/L). The TOV L/L is conducted in support of CNO TDL Inter-Operability Objectives. The major emphasis of the TOV L/L is to verify that a unit's TDL program complies with Navy/Joint TDL message standards. TOV L/L are conducted by the Navy Center for Tactical Systems Inter-Operability (NCTSI) detachments and shall occur:

(1) Regular deployers - once per IDTC (D-6 to D-4) as arranged by ship/ISIC. The TOV L/L may also be conducted at Commanding Officer's discretion. Units must complete a TDL Operational Verification (Quick Look) (TOV Q/L) prior to CART II to identify potential TDL issues prior to the IDTC and the scheduled TOV L/L.

(2) FDNF, MEF, NRF, and CNOPS - shall not exceed once every nine months. For units under abbreviated turn around, the ISIC will coordinate with the appropriate NCTSI Detachment for accomplishment of TOV's to occur following TCD, but prior to deployment.

(3) A TOV L/L is also required upon delivery of a TDL program change or revision. A TDL specific TOV L/L shall be conducted for each TDL installed in the ships, specifically TDL 'A' (LINK-11), TDL 'J' (LINK-16), LINK-22, and CEC, where applicable. Special capabilities such as Dual Net/Multi-Frequency LINK (DN/MFL) may require multiple TOV L/L's to validate each mode of operation. When practical, NCTSI Detachments will work with the individual unit to conduct validation of all TDL's during one TOV in order to meet total TOV requirements. The results of all appropriate TOV L/L events shall be reported to the ISIC, appropriate TDL program development agencies, fleet BGSIT, NCTSI San Diego, and other selected commands as directed/desired by the appropriate numbered fleet commander.

TAB E TO SECTION 4

COMMUNICATIONS (CCC) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.
2. Communications References:
  - (a) NTP-2 Navy SATCOM Procedures
  - (b) NTP-3, Telecommunications Users Manual
  - (c) NTP-4, Fleet Communications Users Manual
  - (d) COMNDINST M16672.2, Navigation Rules
  - (e) SW073-AA-MMO-010, Technical Manual, Description, Operation and Maintenance Instructions For Chemical Warfare Directional Detector AN/KAS-1
  - (f) NWP 1-01, Naval Warfare Publications Guide
  - (g) NWP 5-01 Naval Operating Planning
  - (h) NWP 6-01 Basic Operational Communications Doctrine
  - (i) NWP 6-01.1 Battle Group Communications
  - (j) FXP-3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT), Command and Control Warfare (C2W), and Command Control and Communications (CCC) Exercises
  - (k) CINC OPOD 201/2000 ANNEX K
  - (l) NCTAMS EASTPAC/WESTPAC C2000.3, FTP PAC I/O
  - (m) NCTAMS LANT/MED FTP C2300.2
  - (n) ACP-100 Allied Call Sign and Address Group, System Instructions and Assignments
  - (o) ACP-100 US SUPP-1 U.S. Call Sign and Address Group System
  - (p) ACP-121 US SUPP-1 Communication Instructions - General
  - (q) ACP-131 US EFF Communications Instructions – Operating Signals
  - (r) TYCOM OPOD 201/2000 ANNEX KILO
  - (s) Numbered FLT OPOD 201/2000 ANNEX KILO
  - (t) COMUSNAVCENT/COMFITHFLT OPOD 1000-01 ANNEX K
  - (u) NAVY-WIDE OPTASK COMMS
  - (v) NAVY-WIDE OPTASK INFORMATION MANAGEMENT
  - (w) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
  - (x) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))
3. Communications Ready to Train Goals (Completed prior to CART II)
  - (a) Complete ASA Checksheet (See ref (w))
  - (b) Two PQS qualified (including Interim qualifications) watchteams (qualified CSTT/STT may serve as second watchteam)
  - (c) Full allowance of SM related equipment and flags
  - (d) Participation in inport Communications Drills (where available)
  - (e) Review Emergency Destruction Plan
  - (f) A preponderance (defined as 70%) of required schools, including NEC, NOBC, IBFT, and Surface Force Training Manual requirements for the Communications mission area
  - (g) Practice CCC drills IAW FXP-3
4. Communications CART II Admin/Material/Operations
  - (a) Verify Communications “Ready to Train” Goals status
  - (b) Communications Afloat Self Assessment (ASA)
  - (c) Appraise training aids and training devices as applicable
  - (d) Material Readiness Checks: SESEF range for communications checks, Flag bag, Search lights, ship’s binoculars, NVDs, IR Signaling Systems, Hand Held Systems for Small Boats Operations, and Day Shapes
  - (e) Assess a ship executed an ATG provided scenario
  - (f) Stand-alone Visual Communications Exercise

- (g) Verify ADP/LAN administration/Webmaster, ISSM, ISSO
- (h) Verify IAVA compliance

5. Communications Basic Phase Training Methodology. ATG will assess and train Information Systems Technician watchstanders in establishing and maintaining all legacy communications including: VHF, HF, UHF, SHF, EHF voice and data systems utilizing SESEF and other outside commands as appropriate. ATG will observe the ship's ability to establish end-to-end user patched radio-telephone remote terminals and process communications record traffic utilizing all means of shipboard equipment used to process and disseminate message traffic. In addition, ATG will train to and assess the ship's abilities to manage Information Exchange, IT-21 systems including the use of Network Centric Warfare tools associated with the Collaboration at Sea (CAS) and operation/maintenance of Local Area Networks and Information Security procedures to include: transitioning through Information Conditions (INFOCON) and Information Systems Security measures. ATG will assess and train Signalman personnel on flag hoist, flashing light, semaphore, and IR signaling visual communications procedures. During CART II, ATG will conduct administrative checks using the ASA Checklist, review Ready-to-Train goals, assess watchstander proficiency in a scenario-based environment and observe casualty control drills. Ships are expected to complete the ISIC conducted Comprehensive Communications Assessment and the ISIC conducted Electronic Key Management System (EKMS) inspections during the Basic Phase. Proficiency is determined through watchstander completion of objectives, response to changing tactical conditions, and handling casualty control situations while maintaining critical communications. Where available, ATG will also conduct the semi-annual waterfront Signalman Advancement Workshop, and act as the Officer Conducting Exercise (OCE) for inport Visual Communications exercises. Portions of Visual COMMS proficiency will be evaluated using the inport Visual Communications exercises during the basic training phase. Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. The Communications Certification is achieved when all Communications Basic Phase certification requirements in paragraph 8 are met. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. Communications Training Objectives. The following objectives and tasks shall be completed by both sections of the Communications watchteams in the synthetic environment prior to the end of basic phase training. Ships will use the ATG's watchteam/watchstander training objectives and tasks to complete the following during basic phase training as applicable to ships platform:

- Provide HF Communication
- Provide UHF (Line-Of-Sight) and VHF Communication
- Provide UHF (Satellite) Communication
- Provide IT-21 Architecture
- Provide EHF/NECC Communication
- Provide SHF Communication
- Demonstrate Communication Operational Procedures
- Demonstrate Information Systems Equipment Casualty Control
- Process and disseminate message traffic
- Provide Information Control
- Demonstrate Information Exchange (to include CAS eg: MS Chat, NET Meeting, etc.)
- Maintain External Visual Communications
- Conduct Internal Operational Communications
- Control Combat Systems Casualties

7. Communications SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions contained in FXP-3. See SURFORTRAMAN Appendix C for exercise equivalencies.

<u>Exercise Description</u>		<u>Periodicity</u>
CCC-1-SF	SYSCON Fleet Satellite Broadcast	3, 6, 9
CCC-2-SF	Communications Operational Planning	6, 12, 18
CCC-4-SF	SYSCON Ship Term for B, C, D, and G Systems	3, 6, 9
CCC-5-SF	SYSCON Secure/Nonsecure Voice	3, 6, 9

CCC-6-SF	Radio-Telephone Drills	3, 6, 9
CCC-8-SF	Teletype Circuit Procedures	3, 6, 9
CCC-9-SF	Flag Hoist Procedures	3, 6, 9
CCC-10-SF	Flashing Light Procedures	3, 6, 9
CCC-11-SF	Semaphore Procedures	3, 6, 9
CCC-13-SF	EAP/Emergency Destruction	6, 12, 18
CCC-19-SF	Comprehensive Communications Assessment	12, 24, 36
CCC-24-SF	SYSCON Narrowband/Wideband SATCOM	3, 6, 9
CCC-25-SF	SYSCON SHF SATCOM	3, 6, 9
CCC-26-SF	SYSCON EHF SATCOM	3, 6, 9
CCC-30-SF	OTAT/OTAR	3, 6, 9
CCC-32-SF	SYSCON DAMA	3,6,9
CCC-33-SF	SYSCON HAVEQUICK Anti-Jam UHF	3,6,9
CCC-34-SF	SYSCON Single Audio System (SAS) and Black Audio Switch (BAS)	3,6,9
CCC-35-SF	SYSCON NAVMACS	3,6,9
CCC-37-SF	ADNS COMMS Operations	3,6,9
CCC-38-SF	SYSCON INMARSAT SATCOM	3,6,9
CCC-39-SF	SYSCON 5KHZ SATCOM	3,6,9
CCC-40-SF	SYSCON Information Systems	3,6,9
CCC-41-SF	SYSCON Information Assurance	3,6,9
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF	Assist to Remote Stations	3, 6, 9
NCO-3-SF	Investigating and Reporting	6, 12, 18
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-8-SF	Phone Casualty	6, 12, 18
NCO-10-SF	Elect. Cooling Water Casualty	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-14-SF	Draw Emergency Repair Parts	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24

#### 8. Communications Basic Phase Certification

- (a) Satisfy all Communications "Ready to Train" Goals
- (b) Assess ship's Watchteam Replacement Plan (WTRP)
- (c) Completion, or a plan to complete, all required schools, including NEC, NOBC, IBFT and Surface Force Training Manual requirements for the Communications mission area
- (d) Completion of applicable Training Objectives in paragraph 6 above by two Communications watchteams
- (e) M-2 in CCC Training SORTS
- (f) Communications Afloat Self Assessment (ASA) (ATG conducted at CART II)
- (g) Comprehensive Communications Assessment (CCC-19-SF) (ISIC Conducted in the Basic Phase)
- (h) CMS/Electronic Keying Management System (EKMS) Inspection (ISIC conducted in the Basic Phase)
- (i) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

#### 9. Communications Follow-on Training/Material Assessments

- (a) Battle Group System Inter-Operability Testing (BGSIT)
- (b) C5RA
- (c) Assess ship's Watchteam Replacement Plan (WTRP)
- (d) Computer Network Vulnerability Assessment

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TAB F TO SECTION 4

CRYPTOLOGY (CRY) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: AGF, CG, DD, DDG (except FL I), LHA and LHD.

2. Cryptology References

- (a) DOI-103, Defense Special Security Communications System (DSSCS) operating instructions system/data procedures
- (b) Joint DODIIS/Cryptologic SCI information systems security standards
- (c) SECNAVINST 5510.30(series) Department of the Navy Personnel Security Program
- (d) SECNAVINST 5510.36 Department of the Navy Information Security Program
- (e) OPNAVINST 2201.3, Communications Security
- (f) CMS-21A, Communications Security Material System
- (g) NTP-3, Telecommunications Users Manual
- (h) NTP-4, Fleet Communications Users Manual
- (i) NWP 6-01.1 Basic Operations Communications Doctrine
- (j) Radiotelephone Users Manual
- (k) USSID 9, 18, 101, 103, 124, 301, 369, 5511
- (l) Crosshair Operating Instruction
- (m) CINC OPORD 201/2000 Annex S
- (n) Numbered FLT OPORD 201/2000 Annex S
- (o) Navywide and Fleet supplement OPTASK Cryptology and SI Supplements
- (p) FXP-3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT), Command and Control Warfare (C2W), and Command Control and Communications (CCC) Exercises
- (q) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
- (r) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))

3. Cryptology Ready to Train Goals (Completed prior to CART II)

- (a) Complete ASA Checksheet (See ref (q))
- (b) Two PQS/JQR qualified (including Interim qualifications) watchteams (qualified CSTT may serve as second watchteam)
- (c) Participation in monthly inport Cryptologic Stimulator Exercises (CSE) where available (NSGA)
- (d) Commanding Officer's Battle Orders signed by current Commanding Officer
- (e) System Calibrations for CDF/COBLU, and T-RDF
- (f) A preponderance (defined as 70%) of required schools, including NEC, NOBC, IBFT and Surface Force Training Manual requirements for the Cryptology mission area
- (g) New system SOVT Completion
- (h) Completion of BCAT/ICAT/CCAT by all required personnel

4. Cryptology CART II Admin/Material/Operations

- (a) Verify Cryptology "Ready to Train" Goals status
- (b) Complete Knowledge Based Assessment Examination
- (c) Appraise training aids and training devices
- (d) Assess a ship executed ATG provided scenario
- (e) Spot-check of afloat self-assessment checksheets to verify thorough and accurate self-assessment

5. Cryptology Basic Phase Training Methodology. ATG will assess and train units' Cryptologic Direct Support Elements. During CART II, ATG will conduct administrative checks using the Afloat Self Assessment (ASA), review Ready-to-Train goals, administer the Cryptologic Assessment Test, and observe ability to provide cryptologic support to the CO, TAO, and key watchstanding personnel. ATG will assess and train watchstanders in establishing and maintaining Cryptologic voice and data circuits, observe ship's ability to collect, process, analyze



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and report signals of interest, and provide I&W to own-ship, battle group and National assets to include tactical/strategic voice and record reports, while participating in complex, multi-mission scenario environments. ATG will also observe performance of ships ability to locate, track and correlate targets of interest through Radio Direction Finding operations (where applicable) and procedures for conducting own force monitoring. Tailored training will be conducted on all areas identified as being deficient. Proficiency is determined through watchstander completion of objectives, response to changing tactical conditions, and handling casualty control situations while maintaining critical communications. Cryptologic proficiency can be enhanced through participation in the Cryptologic Stimulator Exercises by CRG. Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. The Cryptology Certification is achieved when all Cryptology Basic Phase certification requirements in paragraph 8 are met. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. Cryptology Training Objectives. The following objectives and tasks shall be completed by both sections of the Cryptologic watchteams in the synthetic environment prior to the end of basic phase training. Ships will use the ATG's watchteam/watchstander training objectives and tasks to complete the following during basic phase training:

Provide Cryptologic Communications Systems  
 Demonstrate Cryptologic System/Equipment Casualty Control  
 Configure Equipment for C4I Cryptologic Operations  
 Conduct Cryptologic Watchteam Operations

7. Cryptology SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions contained in FXP-3. See SURFORTRAMAN Appendix C for exercise equivalencies.

<u>Exercise Description</u>	<u>Periodicity</u>
C2W-30-SF Detect, Classify, Track and Report	3, 6, 9
C2W-33-SF Tactical Air Targeting	12, 18, 24
C2W-36-SF Global Command and Controlled System-Maritime (GCCS-M) Special Compartmented Information (SCI) Exercise	6, 12, 18
C2W-37-SF Radio Direction Finding Exercise	3, 6, 9
C2W-38-SF Cryptologic Stimulator Simulator (CSE)	1, 2, 3
CCC-13-SF Emergency Action Plan	6, 12, 18
CCC-18-SF TACINTEL Comm Ops	6, 12, 18
CCC-19-SF Communication Assessment	12, 24, 36
CCC-20-SF SYSCON SI Term/Z Term	6, 12, 18
CCC-21-SF SYSCON OPINTEL BCST/SI COM (N SYS)	6, 12, 18
CCC-22-SF SYSCON SPRAC Net	6, 12, 18
CCC-23-SF CRITIC Handling	3, 6, 9
CCC-30-SF OTAT/OTAR	3, 6, 9
CCC-36-SF SCI ADNS Communications Operations Exercise	3, 6, 9
NCO-1-SF Preparations for ELEX Spaces	3, 6, 9
NCO-3-SF Invest. and Reporting	6, 12, 18
NCO-4-SF Report of Elect Casualty	6, 12, 18
NCO-6-SF Use of Installed Spare Fuses	6, 12, 18
NCO-11-SF Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF Equipment Casualty Repair	3, 6, 9
NCO-15-SF Alternate Power Source	3, 6, 9
NCO-16-SF ECC/ESS	12, 18, 24

8. Cryptology Basic Phase Certification

- (a) Satisfy all applicable Cryptology "Ready to Train" Goals
- (b) Assess ship's Watchteam Replacement Plan (WTRP)

- (c) Completion, or a plan to complete, all required schools, including NEC, NOBC, IBFT, and Surface Force Training Manual requirements for the Cryptology mission area
- (d) Completion of applicable Training Objectives in paragraph 6 above by two Cryptology watchteams
- (e) Cryptologic Qualification (CT-Qual)
  - (1) A Basic transmitted Cryptologic Stimulator Exercise (with both KL's and STRUM reports generated and evaluated) and;
  - (2) A score of 80% or better on the Cryptologic Assessment Test
- (f) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Cryptology Follow-on Training/Material Assessments

- (a) BG Cryptologic/Intelligence Team Training/COBLU Advanced Team Trainer (K-231-0106)
- (b) Supplemental Cryptologic Team Training (K-231-0180)
- (c) Non-Morse Cryptologic Afloat Training (NCAT) (K-231-1002)
- (d) Practical Signals Analysis Training (PSAT) (K-231-1000B)
- (e) Combat DF Team Trainer (K-231-0139)
- (f) CCWS SSEE PHASE II (K-231-0156)
- (g) COBLU(INT) Team Trainer (K-231-0145)
- (h) NSGA CRG courses: Basic Scenario, KL and STRUM writing, Advanced Scenario, Cryptologic Unified Build (CUB) and HFDF.
- (i) Assess ship's Watchteam Replacement Plan (WTRP))

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TAB G TO SECTION 4

ELECTRONIC WARFARE (EW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: AGF, AOE, CG, DD, DDG, FFG, LCC, LHA, LHD, LPD, and LSD.

2. Electronic Warfare References

- (a) NSA ELINT Parameters List
- (b) NSA ELINT Parameters List (Military SUPP.)
- (c) APP-7 (A) Operational Brevity Codes (NWEL)
- (d) APP-1 (A) Allied Maritime Voice Reporting Procedures
- (e) ATP-1 VOL 1 and 2 Allied Maritime Tactical Procedures
- (f) AFTTP 3-1 VOL. 2 (Formerly MCM 3-1 VOL. 2) Threat Reference Guide and Counter-tactics
- (g) NAVSPACOM SPACE Tactics Manual (NTIC CD-ROM)
- (h) NAVSPASUR Guide to Satellites
- (i) CINC OPORD 201/2000 APP 3 to Annex C
- (j) TYCOM OPORD 201/2000 APP 3 to Annex C
- (k) FLEET OPORD 201/2000 BOOK III
- (l) FACSFAC SCORE HANDBOOK ADDENDUM to FACSFAC RANGE MANUAL (EWR Range Brief Handbook)
- (m) NAVY-WIDE OPTASK IW/C2W
- (n) ONI-1250-011-98 FOREIGN NAVAL SHIP & SUBMARINE CHARACTERISTICS (CD-ROM)
- (o) NWP-3.13.1.13 - EW Coordination
- (p) FXP-3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT), Command and Control Warfare (C2W), and Command Control and Communications (CCC) Exercises
- (q) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
- (r) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))

3. Electronic Warfare Ready to Train Goals (Completed prior to CART II)

- (a) Complete ASA Checksheet (See reference (q))
- (b) Two PQS qualified (including Interim qualifications) watchteams and one PQS qualified SRBOC/RUBBER DUCK loading team. (qualified CSTT may serve as second watchteam)
- (c) Current Commanding Officer's Battle Orders signed by Commanding Officer
- (d) Complete SESEF AN/ULM-4 Electronic Support Measures Testing
- (e) Participation in bi-monthly inport EW Exercise (EWEX) where available
- (f) A preponderance (defined as 70%) of required schools, including NEC, NOBC, IBFT, and Surface Force Training Manual requirements for the EW mission area
- (g) Current EMCON Bill, EW/CS Doctrine, PCMS Doctrine and Deceptive Lighting Doctrine
- (h) Verify training device (BEWT/OBT) is operational

4. Electronic Warfare CART II Admin/Material/Operations

- (a) Verify EW "Ready to Train" Goals Status
- (b) Material Readiness Checks: OCSOT/SOT, AN/ULM-4 Electronic Support Measure Test results
- (c) Appraise training aids and training devices as applicable
- (d) Assess a ship executed ATG provided scenario

5. Electronic Warfare Basic Phase Training Methodology. ATG will assess and train shipboard personnel in Electronic Warfare preparations and operations, SLQ-32 operator procedures, Electronic Attack (EA)/anti-ship missile defense (ASMD) to include SRBOC loading and live SRBOC firings incorporated into ship executed ATG scenarios or conducted independently in applicable OPAREAS/appropriate ranges IAW current directives, OPTASKS, and TACNOTES. In addition, ATG will provide and conduct Basic Electronic Warfare Training

(BEWT) scenarios to assess the watchstanders ability to detect and correlate intercepted signals, and assess Emission Control (EMCON), and casualty control procedures. Additional BEWT scenarios are available from ATG or the Fleet Information Warfare Center (FIWC). During CART II, ATG will administer Electronic Warfare Assessment Examinations to both operators and supervisors (all EW Division personnel), conduct administrative checks using the Afloat Self Assessment (ASA), review Ready-to-Train goals, observe CHAFF LOADEX, assess watchstander proficiency in a scenario-based environment and observe casualty control drills. During TSTA, ships will demonstrate the ability to rig Passive Counter Measure System (PCMS), set appropriate PCMS Conditions, and rig Deceptive Lighting IAW Ships' Deceptive Lighting Bill. Proficiency is determined through watchstander completion of objectives, response to changing tactical conditions, and handling casualty control situations. Electronic Warfare proficiency can be enhanced through participation in inport EW exercises (as applicable). Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. The Electronic Warfare Certification is achieved when all Electronic Warfare Basic Phase certification requirements in paragraph 8 are met. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. Electronic Warfare Training Objectives. The following objectives and tasks shall be completed by both sections of the Electronic Warfare watch organization. Condition I and standalone objectives will be assessed in the synthetic environment prior to the end of basic phase training. Ships will use the ATG's watchteam / watchstander training objectives and tasks during basic phase training:

- Initialize and Configure/Re-Configure System
- Detect ES Contacts
- Classify ES Contacts
- Track ES Contacts
- Report ES Contacts
- Conduct Electronic Attack (EA) Operations
- Conduct Emission Control (EMCON) Operations
- Conduct Operational Deception (OPDEC)
- Conduct Electronic Warfare Assessment Examination
- Control Combat Systems Casualties

7. Electronic Warfare SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions contained in FXP-3. See SURFORTRAMAN Appendix C for exercise equivalencies.

<u>Exercise Description</u>	<u>Periodicity</u>
C2W-2-SF ES Detection, Analysis and Report	3, 6, 9
C2W-3-SF Extended EMCON	3, 6, 9
C2W-4-SF EMCON set and Modification	3, 6, 9
C2W-5-SF Satellite Vulnerability	3, 6, 9
C2W-6-SF Watch Eval	3, 6, 9
C2W-11-SF Chaff Firing	6, 12, 18
C2W-14-SF EW Assessment Exam	12, 18, 24
C2W-15-SF Mk36 Loading Exercise	6, 12, 18
NCO-1-SF Preparations for ELEX Spaces	3, 6, 9
NCO-3-SF Invest. and Reporting	6, 12, 18
NCO-4-SF Report of Elect Casualty	6, 12, 18
NCO-6-SF Use of Installed Spare Fuses	6, 12, 18
NCO-11-SF Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF Equipment Casualty Repair	3, 6, 9
NCO-15-SF Alternate Power Source	3, 6, 9

8. Electronic Warfare Basic Phase Certification

- (a) Satisfy all EW "Ready to Train" Goals
- (b) Demonstrate Condition I and III watchteams
- (c) Assess ship's Watchteam Replacement Plan (WTRP)
- (d) Completion, or a plan to complete, all required schools, including NEC, NOBC, IBFT, and Surface Force Training Manual requirements for the EW mission area
- (e) Completion of applicable Training Objectives in paragraph 6 above by two EW watchteams (qualified CSTT may serve as second watchteam)
- (f) Complete Knowledge-Based Assessment Examination (70% or greater)
- (g) M-2 in C2W SORTS including C2W-11-SF (Chaff Firing)
- (h) Receive Satisfactory grade on AN/ULM-4 Electronic Countermeasures Testing
- (i) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. ELW Follow-on Training/Material Assessments

- (a) C5RA
- (b) Intermediate Phase Exercises:
  - (1) C2W-7-SF (COMP EW PH I) 12, 18, 24
  - (2) C2W-8-SF (COMP EW PH II) 12, 18, 24
  - (3) C2W-9-SF (COMP EW PH III) 12, 18, 24
  - (4) C2W-10-SF (COORD MULTI-SHIP EW) 12, 18, 24
  - (5) C2W-12-SF Lamps Mk III Underway Demo (12, 18, 24)
  - (6) C2W-13-SF (Missile/Threat Electronic Attack 12, 18, 24
  - (7) C2W-16-SF (COORD CHAFF FIRING) 12, 18, 24
- (c) Assess ship's Watchteam Replacement Plan (WTRP)

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TAB H TO SECTION 4

MEDICAL (FSO-M) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.
2. Medical References
  - (a) COMNAVSURFPAC/COMNAVSURFLANTINST 6000.1 Series – Shipboard Medical Procedures Manual
  - (b) CINCPACFLT/CINCLANTFLTINST 6000.1 Series – Medical Readiness Assessment Program
  - (c) NWP 3-20.31 – Surface Ship Survivability
  - (d) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil/atgl.spear.navy.mil](http://www.atgpac.navy.mil/atgl.spear.navy.mil))
  - (e) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))
3. Medical Ready to Train Goals (Completed prior to CART II)
  - (a) \*Four Stretcher-Bearers and one Phone Talker assigned and PQS qualified per Battle Dressing Station
  - (b) \*PQS qualification for Medical/DCTT-Medical Training Team, Stretcher-Bearers, and Battle Dressing Station (BDS) Phone talkers
  - (c) Inspection and inventory of all Emergency Medical Equipment (including Battle Dressing Stations) - 100% on hand or on order
  - (d) \*IDC assigned with NEC HM 8425 (IDC)
  - (e) Battle and Mass Casualty Bills complete
  - (f) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Medical mission area
  - (g) ASA Check-sheet completed. (Available at reference (d)). Correction of identified discrepancies not required prior to CART II unless other Ready to Train goal is affected.
4. Medical CART II Admin/Material/Operations
  - (a) Verify Medical “Ready to Train” Goals status
  - (b) Complete Medical Readiness Assessment (MRA) Checklist per references (a) and (b)
  - (c) Medical Material Readiness Checks
    - 1) Battle Dressing Stations
    - 2) Emergency Medical Equipment
    - 3) Installed medical equipment (eye wash stations and decon stations)
  - (d) Review training aids and training devices as applicable
  - (e) Assess a ship executed ATG provided scenario (See reference (e))
5. Medical Basic Phase Training Methodology ATG will assess and train training team and watchstander personnel at CART II during execution of an ATG-standardized series of drills selected from Appendix A. The assessment includes observation of departmental personnel, Repair Locker stretcher-bearers and Battle Dressing Station personnel performing mass casualty and basic first aid exercises. The Medical Certification is achieved when all Medical Basic Phase certification requirements in paragraph 8 are met. ATG provided LTT's can be scheduled anytime before CART II or after FEP to improve readiness.
6. Medical Training Objectives. The following objectives and tasks shall be completed by each Battle Dressing Station Team and the First Aid objective and task must be completed by each department prior to the end of basic phase training.

Basic First Aid  
Battle Dressing Station Operations  
Mass Casualty



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7. Medical SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions contained in FXP-4.

<u>Exercise</u>	<u>Description</u>	<u>Periodicity</u>
FSO-M-1-SF	Battle Dressing Station	3, 6, 9
FSO-M-2-SF	Personnel Casualty Transport	3, 6, 9
FSO-M-3-SF	Compound Fractures	3, 6, 9
FSO-M-4-SF	Sucking Chest Wound	3, 6, 9
FSO-M-5-SF	Abdominal Wound	3, 6, 9
FSO-M-6-SF	Amputation	3, 6, 9
FSO-M-7-SF	Facial Wound	3, 6, 9
FSO-M-8-SF	Electrical Shock	3, 6, 9
FSO-M-9-SF	Mass Casualty	3, 6, 9
FSO-M-10-SF	Smoke Inhalation	3, 6, 9
FSO-M-11-SF	Burns	3, 6, 9

8. Medical Basic Phase Certification

- (a) Satisfy all Medical "Ready to Train" Goals
- (b) Assess ship's Watchteam Replacement Plan (WTRP)
- (c) Completion of all Objectives for each Battle Dressing Station
- (e) Completion of Basic First Aid Objective for each Department
- (f) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Medical Mission area
- (g) Mass Casualty Drill (FSO-M-9-SF)
- (h) All Emergency Medical Equipment on-hand
- (i) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Medical Follow on Certifications

- (a) Medical Readiness Assessment (MRA) complete IAW references (a) and (b)
- (b) Assess ship's Watchteam Replacement Plan (WTRP)

TAB I TO SECTION 4

DIVING & SALVAGE (FSO-S) CERTIFICATION CRITERIA

1. This certification applies to ARS class ships.

2. Diving & Salvage References

- (a) ARS – 50 Class Salvage Operational Handbook
- (b) U. S. Navy Salvage Manual Vol. 1 (Strandings)
- (c) FXP - 4
- (d) COMNAVSURFPACINST 3501.1E, Diving Operation Readiness Assessment
- (e) U. S. Navy Salvage Manual Vol. 2 (Harbor Clearance)
- (f) U. S. Navy Salvage Manual Vol. 3 (Firefighting and Damage Control)
- (g) U. S. Navy Salvage Manual Vol. 4 (Deep Ocean Operations)
- (h) U. S. Navy Salvage Manual Vol. 5 (POL Offloading)
- (i) U. S. Navy Salvage Manual Vol. 6 (Oil Spill Response)
- (j) U. S. Navy Salvage Safety Manual
- (k) U. S. Navy Diving Manual, Revision 4
- (l) U. S. Navy Towing Manual, Revision 2
- (m) U. S. Navy Salvage Engineer's Handbook, Vol. 1 (Salvage Engineering)
- (n) OPNAVINST 4740.2F, Salvage and Recovery Program
- (o) CINCPACFLTINST 4740.1J, Salvage and Recovery Operations
- (p) COMNAVSURFPACINST 4740.3E, Ship Salvage and Aircraft/Object Recovery Operations
- (q) Tab B to Appendix 23 to Annex C to C3F/C7F OPORD 201, Salvage Operations
- (r) Tab B to Appendix 23 to Annex C to C3F/C7F OPORD 201, Towing and Salvage
- (s) U. S. Navy Emergency Ship Salvage Materiel Catalog, Vol. 1 (Salvage Equipment)
- (t) U. S. Navy Emergency Ship Salvage Materiel Catalog, Vol. 2 (Pollution Equipment)

3. Diving & Salvage Ready to Train Goals (Completed prior to CART II)

- (a) Diving Operations: Two PQS qualified Diving Supervisors, two PQS qualified Chamber Inside Tenders, two PQS qualified Diver's Life Support System Operators, two PQS Qualified Diver Davit Winch Operators, one PQS Qualified Diving Officer or Qualified Master Diver.
- (b) Salvage Operations: One PQS qualified Towing Machine/ Traction Winch Operator, one PQS qualified Salvage Supervisor, six PQS qualified salvage Riggers, one PQS qualified Aft Boom Operator and Rig Hatch Captain, four PQS qualified Deck Riggers, and one PQS qualified capstan operator.
- (c) PQS qualified STT
- (d) Towing, Diving, and Salvage Bills complete
- (e) Inspection and inventory of all Emergency Diving Medical Equipment – 100% on hand
- (f) Verify Dive System Certification is within periodicity, and will remain valid throughout training cycle
- (g) Verify Tow Machinery Certification is within periodicity, and will remain valid throughout training cycle
- (h) \* IDC assigned with NEC HM 8491 (Dive IDC) or 8425 in addition to Dive Medical Technician NEC 8493
- (i) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Diving & Salvage mission area

4. Diving & Salvage CART II Admin/Material/Operations

- (a) Verify Diving & Salvage "Ready to Train" Goal status
- (b) Inspection of Beach Gear IAW references (a) and (b)
- (c) Material/Admin/Readiness checks

5. Diving & Salvage Basic Phase Training Methodology. ARS Class ship's initial diving & salvage assessment, Diving Operation Readiness Assessment (DORA), ISIC supported by COMNAVSURFPAC/LANT 453D, occurs

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prior to end of CART II. Diving and Salvage training objectives are developed and objective based training, Salvage Training Readiness Evaluation (SALVTRE), is conducted at the end of the Basic Phase, preferably post FEP. ISIC recommendation to conduct Salvage Training (SALVTRA) during intermediate phase of IDTC is made when all Terminal Objectives and sufficient Diving & Salvage SFTM exercises are completed to attain M-2 in Diving & Salvage Training (FSO-S exercise required in reference (c)). Note: With the exceptions noted in paragraph 6, attainment of M-2 in Diving & Salvage training will be determined in accordance with the periodicity of the exercises as indicated in paragraph 7.

6. Diving & Salvage Training Objectives. The following objectives and tasks shall be completed prior to the end of basic phase training:

<u>Exercise</u>	<u>Description</u>	<u>Items</u>
FSO-S-2-SF	Surface Decompression	All
FSO-S-3-SF	Recompression Chamber Training	All
FSO-S-4-SF	Diver Station Emergency	All
FSO-S-5-SF	Underwater Hull Inspection	All
FSO-S-8-SF	Underwater Photography	All
FSO-S-9-SF	Hand-held Sonar Training	All
FSO-S-11-SF	Underwater Hydraulic/Pneumatic Tool Training	All
FSO-S-12-SF	Underwater Cutting	1, 2
FSO-S-13-SF	Underwater Welding	1, 2
FSO-S-14-SF	Underwater Patch and Dewater	All
FSO-S-15-SF	Salvage Pontoon/Lift Bag	All
FSO-S-17-SF	Demolition Training	1
FSO-S-19-SF	Beach Gear Operations	1, 2
FSO-S-20-SF	Offship Firefighting	1.a, 1.b, 2.d, 3.a
FSO-S-21-SF	Pumping Operations	All
FSO-S-22-SF	Liverpool Bridle/Retraction	1
FSO-S-23-SF	Underway Tow Alongside	1
FSO-S-24-SF	Recovery Submerged Weight	1
FSO-S-25-SF	Hawking	1
FSO-S-26-SF	Multiple Point Moor	Part I – All, Part II - 1

The training emphasis is on the basic requirements designed to ensure a minimum proficiency conducting towing a grounded ship, beach gear operation, emergency pumping operation, emergency firefighting operation, getting underway and going alongside with a tow, basic demolition training, the use and demonstration of portable salvage equipment, proper and accurate development of associated watchbills, and the basic set-up and operation of all associated equipment.

7. Diving & Salvage SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions contained in FXP-4.

<u>Exercise</u>	<u>Description</u>	<u>Periodicity</u>
FSO-S-2-SF	Surface Decompression	6, 12, 18
FSO-S-3-SF	Recompression Chamber Training	6, 12, 18
FSO-S-4-SF	Diver Station Emergency	4, 8, 12
FSO-S-5-SF	Underwater Hull Inspection	36, 0, 0
FSO-S-8-SF	Underwater Photography	6, 12, 18
FSO-S-9-SF	Hand-held Sonar Training	6, 12, 18
FSO-S-11-SF	Underwater Hydraulic/Pneumatic Tool Training	6, 12, 18
FSO-S-12-SF	Underwater Cutting	36, 0, 0
FSO-S-13-SF	Underwater Welding	36, 0, 0
FSO-S-14-SF	Underwater Patch and Dewater	12, 18, 24
FSO-S-15-SF	Salvage Pontoon/Lift Bag	6, 12, 18

FSO-S-17-SF	Demolition Training	36, 0, 0
FSO-S-19-SF	Beach Gear Operations	36, 0, 0
FSO-S-20-SF	Offship Firefighting	36, 0, 0
FSO-S-21-SF	Pumping Operations	12, 18, 24
FSO-S-22-SF	Liverpool Bridle/Retraction	36, 0, 0
FSO-S-23-SF	Underway Tow Alongside	36, 0, 0
FSO-S-24-SF	Recovery Submerged Weight	36, 0, 0
FSO-S-25-SF	Hawking	36, 0, 0
FSO-S-26-SF	Multiple Point Moor	36, 0, 0

8. Diving & Salvage Basic Phase Certification

- (a) Satisfy all Diving & Salvage “Ready to Train” Goals
- (b) Assess ARS Diving & Salvage Watchteam Replacement Plan (WTRP)
- (c) Complete all Objectives for each Dive Station
- (d) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Diving & Salvage Mission area
- (e) Achievement of Training Level II, per SURFORTRAMAN article 2601
- (f) Completion of following exercises:
  - a. FSO-S-2-SF, Surface Decompression
  - b. FSO-S-3-SF, Recompression Chamber Training
  - c. FSO-S-8-SF, Underwater Photography
  - d. FSO-S-9-SF, Hand-held Sonar Training
  - e. FSO-S-11-SF, Underwater Hydraulic/Pneumatic Tool Training
- (g) All Diving Emergency Medical Equipment on-hand
- (h) Completion of SALVTRE
- (i) Completion and consistent adherence to Diving Safety Survey
- (j) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Diving & Salvage Follow-on Certifications

- (a) Diving Operation Readiness Assessment (DORA) complete IAW reference (d).
- (b) Assess ship’s Diving and Salvage Watchteam Replacement Plan (WTRP)

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TAB J TO SECTION 4

INTELLIGENCE (INT) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. Intelligence References

- (a) Fleet Intelligence Collection Manual (FICM) ONI-2600Z-001-YR
- (b) COMNAVSURFLANT 3500.3 (series) POM Guide
- (c) Pacific Fleet Intelligence Manual
- (d) COMNAVSURFLANTINST 5400.1 (series) Force Regulations
- (e) COMNAVSURFLANT N2 Website (<http://www.jfic.jfcom.smil.mil/Products/lantflt.surflant>)
- (f) FXP-3, Strike Warfare (STW), Surface Warfare (SUW), Intelligence (INT), Command and Control Warfare (C2W), and Command Control and Communications (CCC) Exercises
- (g) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
- (h) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))

3. Intelligence Ready to Train Goals (Completed prior to CART II)

- (a) Complete ASA Checksheet (See ref (g))
- (b) For LHA/LHD class ships two qualified (including Interim qualifications) Intelligence watchteams consisting of: 1 Intelligence Officer, 1 Asst IO, 2 JICWO, 2 JIC Supervisors and 4 IDB/Analyst. For IS -3905/CDIO ships two qualified (including Interim qualifications) Intelligence Watchteams consisting of 1 IS -3905/CDIO and 2 Enlisted Intelligence Assistants
- (c) Ship's Intelligence Collection Bill updated annually and signed by current Commanding Officer
- (d) Assigned Snoopy Team consisting of at a minimum 1 Team Leader (EIA), 1 Photographer, 1 Binoculars (Big Eyes) Operator and 1 Recorder.
- (e) A preponderance (defined as 70%) of required school, including NEC, NOBC, IBFT, and Surface Force Training Manual requirements for the Intelligence mission area
- (f) Complete, once per sea tour, the online refresher Basic Shipboard Intelligence Course by Shipboard Collateral Duty Intel Officer plus one Enlisted Intelligence Assistant per watch-section and cryptologic officer for ships with CT personnel assigned. Initial BSIC COI must be completed at FITCPAC, NMITC or via MTT.

4. Intelligence CART II Admin/Material/Operations

- (a) Verify Intelligence "Ready to Train" Goals status
- (b) Material Readiness Checks: Ships Intelligence Equipment (Camera and Intelligence Laptop), SIPRNET/IT-21 connectivity & GCCS-M System (I3) operability
- (c) Appraise training aids and training devices as applicable
- (d) Assess a ship executed ATG provided scenario/provide threat assessment for ATG scenario
- (e) Verify Joint Dissemination System account is established and Ship's Statement of Intelligence Interest (SII) is updated
- (f) Verify Infosphere Management System (IMS) account is established

5. Intelligence Basic Phase Training Methodology. ATG will assess and train Shipboard Intelligence Centers, Collateral Duty Intelligence Officers and Enlisted Intelligence Assistants (as applicable) to collect and provide basic Intelligence in support of shipboard operations. This includes shipboard Sighting Team operations, preparation and dissemination of Intelligence Reports to theater/national level Intelligence commands and the ability to provide intelligence support to the CO, TAO, and key watchstanding personnel. ATG will also assess and train on the conduct of near real-time fusion analysis utilizing shipboard systems and sensors. During CART II, ATG will conduct administrative checks using the Afloat Self Assessment (ASA), review Ready-to-Train goals, and assess watchstander proficiency in a scenario-based environment. Proficiency is determined through watchstander completion of objectives, response to changing tactical conditions, and in the case of LHD/LHA's, handling casualty

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control situations. Intelligence proficiency can be enhanced through participation in inport Intelligence exercises. The Intelligence Certification is achieved when all Intelligence Basic Phase certification requirements in paragraph 8 are met. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. Intelligence Training Objectives. The following objectives and tasks shall be completed by both sections of the Intelligence watchteams. Condition I and standalone objectives will be assessed in the synthetic environment prior to the end of basic phase training. Ships will use the ATG's watchteam/watchstander training objectives and tasks to complete the following during basic phase training:

- Conduct fusion analysis of available all-source information
- Provide Threat Assessment to Tactical Watchstanders
- Provide operational Intelligence support to Commander/Commanding Officer
- Conduct Intelligence collection
- Report Intelligence Information
- Troubleshoot own ship's Intelligence equipment

7. Intelligence SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions are contained in FXP-3.

<u>Exercise</u>	<u>Description</u>	<u>Periodicity</u>
INT-1-SF(BF)	Aircrew Event Brief	3, 6, 9
INT-2-SF(BF)	Aircrew Event Debrief	3, 6, 9
INT-2-SF(MS)	Intelligence Collection and Reporting	1, 2, 3
INT-3-SF(BF)	Intelligence Area Threat Brief	1, 2, 3
INT-6-SF(IS)	Intelligence Information Retrieval	1, 2, 3
INT-6-SF(OP)	Operational Intelligence Data Collection	3, 6, 9
INT-7-SF(IS)	Operational Intelligence	2, 4, 6
INT-7-A(MS)	Airborne Maritime Surveillance	3, 6, 9
INT-7-SF(OP)	Intelligence Support to Force Protection Planning	1, 2, 3
INT-8-SF(IS)	Imagery Interpretation	2, 4, 6
INT-8-SF(OP)	Intelligence Support to MIO	2, 4, 6
INT-10-SF(MS)	Airborne Maritime Photography and Rigging	3, 6, 9
INT-12-SF(MP)	Intelligence Support to Plans for NEO	6, 12, 18
INT-13-SF(MP)	Imagery Support to Tactical Strike Planning	2, 4, 6

8. Intelligence Basic Phase Certification

- (a) Satisfy all Intelligence "Ready to Train" Goals
- (b) Assess ship's Watchteam Replacement Plan (WTRP)
- (c) Completion, or a plan to complete, all required schools, including NEC, NOBC, IBFT, and Surface Force Training Manual requirements for the Intelligence mission area.
- (d) Completion of applicable Training Objectives in paragraph 6 above by two Intelligence watchteams
- (e) M-2 in Intelligence Training SORTS
- (f) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Intelligence Follow-on Training/Material Assessments

- (a) Intelligence Team Trainer (ITT) A-243-0008 (NMITC)/K-243-0001 (FITCPAC)
- (b) Warfare Commander's Conference (WCC) Intelligence Participation
- (c) BGA/BGIT Intelligence Participation
- (d) Battle Group Intel Refresher (J-3A-0952)

TAB K TO SECTION 4

COMBAT LOGISTICS FORCE (LOG) CERTIFICATION CRITERIA

1. This certification applies to AOE, LHA and LHD class ships.
2. Combat Logistics Force References
  - (a) CNSP/CNSLINST 3502.2(Series)
  - (b) OPNAVINST 3501.1(Series)
  - (c) FXP-4 (Fleet Exercise Pub)
  - (d) NWP 4-01.4 (UNREP Manual)
  - (e) NWP 3-50.1
  - (f) OPNAVINST 5100.19(series) - Safety Manual Forces Afloat
  - (g) NAVSEA UNREP Hardware and Equipment Manual
  - (h) CNSL/CNSPINST 5040 (Series)
  - (i) ATGPAC Website ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)) Basic Afloat Training Package (BATPAC)
  - (j) ATGLANT Website ([www.atgl.navy.mil](http://www.atgl.navy.mil)) Toolbox
3. Combat Logistics Force Ready to Train Goals (Completed prior to CART II)
  - (a) PQS qualified (including Interim qualifications) UNREP Teams IAW Reference (b)
  - (b) UNREP Ship Qualification Trials (SQT)
  - (c) Meet Aviation ready to train prerequisites
  - (d) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Combat Logistics mission area
4. Combat Logistics Force CART II Admin/Material/Operations
  - (a) Verify Logistics “Ready to Train” Goals status
5. Combat Logistics Force Basic Phase Training Methodology.
  - (a) For AOE class ships, satisfactory material condition of all CONREP stations is verified and teams are fully exercised during SQT. The flight deck is the only transfer station not tested/trained by SQT. Helo day for AOE class ships will be scheduled for a period sufficient to fully exercise the crew in VERTREP operations, as well as all other aspects of Helicopter Operations. Logistics Certification occurs when all requirements of paragraph 8 are met.
  - (b) For LHA/LHD class ships, the Seamanship Training Team (STT) and the watchstanders will be assessed, trained and certified in their ability to deliver fuel (Day and Night) and conduct an Emergency Breakaway. If desired and where available, a Dockside UNREP Simulator (DUS) Trainer may be used to increase proficiency. The Logistics Certification is achieved when all the requirements in paragraph 8 are met.
6. Combat Logistics Force Objectives. The following objectives and tasks shall be completed by both sections of the Logistics watchteams in the synthetic environment prior to the end of basic phase training. Ships will use the ATG’s watchteam/watchstander training objectives and tasks to complete the following during basic phase training:

Deliver Fuel/Cargo/Provision (AOE)  
Deliver Fuel (LHA/LHD)

7. Combat Logistics Force SURFORTRAMAN Exercises. Exercise descriptions contained in FXP-4.

Exercise	Description	Periodicity
LOG-3-SF	VERTREP*	3, 6, 9
LOG-4-SF	Day U/W refuel	3, 6, 9**
LOG-5-SF	Night U/W refuel	3, 6, 9**



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LOG-6-SF	Day U/W Provision*	3, 6, 9
LOG-7-SF	Night U/W Provision*	3, 6, 9
LOG-8-SF	Emergency Breakaway	3, 6, 9**

\* Not applicable for LHA/LHD

\*\*LHA/LHD periodicity for applicable exercises will be 6/12/18

8. Combat Logistics Force Basic Phase Certification

- (a) Satisfy all applicable Logistic “Ready to Train” goals
- (b) Assess ship’s Watchteam Replacement Plan (WTRP)
- (c) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Combat Logistic mission area
- (d) M-2 in LOG Training SORTS
- (e) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Combat Logistics Force Following on Training/Material Assessment

- (a) Ammo Handling Equipment training and Blocking and Bracing training will be conducted by Naval Weapons Station Earl NJ personnel prior to T-Fill for all AOE’s.
- (b) Assess ship’s Watchteam Replacement Plan (WTRP)

TAB L TO SECTION 4

MINE WARFARE (MIW) CERTIFICATION CRITERIA

1. This certification applies to MCM and MHC class ships,
2. Mine Warfare References
  - (a) CMWC 3370.1B (Minimum Interdeployment Training Cycle (IDTC) Training Standards for Surface Mine Warfare Vessels)
  - (b) NWP 3-15A (Mine Warfare)
  - (c) NTTP 3-15.21 (Surface MCM Operations)
  - (d) NWP 3-15.26 (Passive MCM Systems and Tactics)
  - (e) NWP 3-15.27 (Minefield Detection and Avoidance)
  - (f) ATP-6/MTP-6 Volume I (Naval Mine Warfare Principles)
  - (g) ATP-6/MTP-6 Volume II (Naval Mine Countermeasures Planning and Evaluation)
  - (h) ATP-24/MTP-24 Volume I (Naval mine Countermeasures Tactics and Execution)
  - (i) ATP-1/MTP-1 Volume I (Allied Maritime Tactical Instructions)
  - (j) NWP 3-20.6.19 (MCM 1 Class Tactical Manual)
  - (k) NWP 3-20.6.20 (MHC 51 Class Tactical Manual)
  - (l) ATGPAC Website ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)) Basic Afloat Training Package (BATPAC)
  - (m) ATGLANT Website ([www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil)) Toolbox
  - (n) CMWC Reachback Website (<http://reachback.cmwc.navy.smil.mil>)
3. Mine Warfare Ready to Train Goals (Completed prior to CART II)
  - (a) Two qualified 2 MH Watchteams (including interim qualifications)
  - (b) Magnetic ranging completed satisfactorily (within 60 days of industrial availability)
  - (c) Acoustic ranging completed satisfactorily (where available)
  - (d) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for Mine Warfare mission area.
4. Mine Warfare CART II Admin / Material / Operations:
  - (a) Verify Mine Warfare "Ready to Train" Goals status
  - (b) Material readiness checks
  - (c) MIW Tactical Demonstration Precision Anchorage
  - (d) Mine Hunting demonstration
  - (e) Mine Sweeping demonstration (MCM only)
  - (f) Appraise training aids and training devices
  - (g) Assess a ship executed ATG provided scenario
5. Mine Warfare Basic Phase Training Methodology: ISIC supported by ATG will conduct Mine Warfare training and assessments to facilitate completing all applicable Mine Warfare Objectives and tasks with required live services. A sufficient number of Mine Warfare SURFORTRAMAN exercises will be completed to achieve M-2 in Mine Warfare Training SORTS. Training will be provided to watchstanders to ensure they have a level of knowledge required to effectively perform Mine Warfare duties. Guidance contained in reference (a) must be met in full.
6. Mine Warfare Objectives: The ship shall complete the following applicable objectives and tasks prior to the end of basic phase training. Details are contained in reference (a).

Ship Self-Defense in a Minefield  
Mine Hunting Proficiency  
Mine Sweeping Proficiency (MCM only)  
Magnetic Offload/Ranging

Acoustic Ranging  
Route Survey/Environmental Survey

7. Mine Warfare SURFORTRAMAN Exercises. See SURFORTRAMAN appendix A for class applicability.

Exercise	Description	Periodicity
MIW-1-SF	Minesweeping Mechanical Gear	1, 2, 3
MIW-2.5-SF	Combination Influence Minesweeping	6, 9, 12
MIW-4-SF	Formation Sweep / Moored Influence	12, 18, 24
MIW-4.1.1-SF	Minehunt – Searching	1, 2, 3
MIW-4.1.2-SF	Minehunt – Reacquisition	1, 2, 3
MIW-4.1.3-SF	Minehunt – VDS	1, 2, 3
MIW-4.1.4-SF	Minehunt Secondary Plot	1, 2, 3
MIW-4.4-SF	Contact Marking	2, 3, 6
MIW-4.7.1-SF	MNV Ops – Moored Mines	3, 6, 9
MIW-4.7.2-SF	MNV Ops - Bottom Mines	3, 6, 9
MIW-4.7.3-SF	MNV Ops – Low Visibility	3, 6, 9
MIW-8.7-SF	Transit Swept Channel	3, 6, 9
MIW-11.1-SF	Route Survey Ops	3, 6, 9
MIW-12-SF	Q-Route Manual Data Collection	3, 6, 9
MIW-X3-SF	Sonar Condition Check	3, 6, 9
MIW-X14-SF	Mine Avoidance	3, 6, 9
MIW-X16-SF	MIW Environmental Reporting	3, 6, 9

8. Mine Warfare Basic Phase Certification Criteria.

- (a) Satisfy all applicable Mine Warfare “Ready to Train” Goals
- (b) Assess ship’s Watchteam Replacement Plan (WTRP)
- (c) Complete, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Mine Warfare mission area
- (d) Complete all applicable Objectives
- (e) M-2 in Mine Warfare SORTS
- (f) FEP (scenario provided by ATG) validating training self-sufficiency and watch team proficiency
- (g) Operable degaussing system as demonstrated by a satisfactory range check (both directions) within the previous six months.
- (h) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

9. Mine Warfare Follow-on Training/Material Assessments

- (a) Intermediate Phase Training:
  - 1) RON-EX participation
- (b) Advanced Phase Training:
  - 1) GOMEX or JTF-EX participation
- (c) FDNF:
  - 1) 7th Fleet-Foal Eagle or MINEX participation
  - 2) 5th Fleet-Arabian Gauntlet participation

TAB M TO SECTION 4

DAMAGE CONTROL (MOB-D) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. Damage Control References

- (a) NSTM CHAPTER 070 - Nuclear Defense at sea and Radiological Recovery of ships after Nuclear Weapons Explosion
- (b) NSTM CHAPTER 074 Vol 3 - Gas Free Engineering
- (c) NSTM CHAPTER 077 - Personnel Protection Equipment
- (d) NSTM CHAPTER 079 - Damage Control
- (e) NSTM CHAPTER 470 - Shipboard BW/CW Defense and Countermeasures
- (f) NSTM CHAPTER 555 Vol 1 - Surface Ship Fire Fighting
- (g) NWP 3-20.31 - Surface Ship Survivability
- (h) OPNAVINST 3541.1(Series) - Surface Ship Survivability Training requirements
- (i) COMNAVSURFPAC/COMNAVSURFLANTINST 3541.1(Series) - Repair Party Manual for Naval Surface Force
- (j) Damage Control Watertight Closures Inspection (S 9169-AWDCB-010 Rev 2)
- (k) ATGPAC/ATGLANT NIPRNET Website ([www.atgpac.navy.mil/www.atgl.spear.navy.mil](http://www.atgpac.navy.mil/www.atgl.spear.navy.mil))
- (l) (l) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))

3. Damage Control Ready to Train Goals (Completed prior to CART II)

- (a) \*All Repair Locker personnel assigned and PQS qualified (including Interim qualifications)
- (b) \*Sufficient DCTT personnel assigned and PQS qualified (including Interim qualifications)
- (c) \*All Fixed Damage Control Equipment operational
- (d) Damage Control equipment (100% on hand or on order)
- (e) Repair Locker Inventories (100% on hand or on order) – All lockers
- (f) Accurate DC plates and DC Book
- (g) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Damage Control mission area
- (h) ASA Check-sheet completed. (Available at Ref (k)). Correction of identified discrepancies not required prior to CART II unless other Ready to Train goal is affected.

4. Damage Control CART II Admin/Material/Operations

- (a) Verify Damage Control “Ready to Train” Goals status
- (b) Conduct Material Readiness Checks
  - (1) All Fixed Damage Control Systems Operational (HALON, AFFF, CO<sub>2</sub>, etc.)
  - (2) Life Support Devices operational (EEBD, OBA, SCBA, etc.)
  - (3) Setting Material Condition - Yoke and Zebra (MOB-D-11-SF)
- (c) Assess a ship executed ATG provided Scenario (See ref (l))
- (d) Review training aids and devices as applicable

5. Damage Control Basic Phase Training Methodology. Training team and watchstander proficiency is assessed at CART II during execution of an ATG-standardized series of drills selected from Appendix A. The assessment includes observation of Condition III and Condition I watchstanders during operations in an integrated environment. Core-flex organizations are similarly assessed and must demonstrate the capabilities that the ship is designed, manned and equipped to execute. Training is scheduled based on proficiency levels observed, to address specific weaknesses and to support attainment of all objectives necessary to support certification in accordance with paragraph 8. The CBR and Mass Conflagration drills are conducted as stand-alone events during TSTA. The Damage Control Certification is achieved when all Damage Control Basic Phase certification requirements are met (para. 8). ATG-provided LTT's can be scheduled anytime before CART II or after FEP to improve readiness.

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6. Damage Control Objectives. Underway and inport shipboard damage control organizations shall complete applicable objectives.

Non-Eng Fire Extinguish (Underway and Inport)  
Structural Damage Casualty (Underway and Inport) including  
- Pipe Patching  
- Shoring (To include shoring watches)  
- Dewatering  
CBR-Defense with CMWD activation and setting Circle "W"  
Assistance to a Vessel in Distress  
Toxic Gas Casualty (Underway and Inport)  
Set and Maintain Material Condition  
Casualty Power (except MHC/MCM)  
Major Conflagration

7. Damage Control SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions contained in FXP-4.

Exercise	Description	Periodicity
MOB-D-2-SF	RELIEF OF VITAL STATIONS	3, 6, 12
MOB-D-3-SF	MAN BATTLE STATIONS	1, 2, 3
MOB-D-4-SF	EMERGENCY INTERNAL COMMS	3, 6, 12
MOB-D-5-SF	TOPSIDE DAMAGE	3, 6, 12
MOB-D-6-SF	RIGHTING SHIP	18, 0, 0
MOB-D-7-SF	CASUALTY POWER	6, 12, 18
MOB-D-8-SF	MAJOR CONFLAG	6, 9, 12
MOB-D-9-SF	MAIN PROP SPACE FIRE INPORT	3, 6, 9
MOB-D-10-SF	R AND A	6, 12, 18
MOB-D-11-SF	SETTING MATL COND (YOKE & ZEBRA)	3, 6, 12
MOB-D-12-SF	HULL DAMAGE	3, 6, 12
MOB-D-13-SF	SHORING	3, 6, 9
MOB-D-14-SF	FIRE/SMOKE CLEAR	1, 2, 3
MOB-D-15-SF	CHEMICAL ATTACK	6, 12, 18
MOB-D-20-SF	ISOLATE/PATCH DAMAGED PIPE	3, 6, 12
MOB-D-21-SF	MAIN SPACE FLOOD	3, 6, 12
MOB-D-24-SF	DARKEN SHIP	6, 12, 18
MOB-D-31-SF	TOXIC GAS	3, 6, 9

8. Damage Control Basic Phase Certification

- Satisfy all applicable Damage Control "Ready to Train" Goals
- Assess ship's Watchteam Replacement Plan (WTRP)
- Completion of all applicable objectives and tasks (All Repair Lockers/ Minimum of 3 IET's or 2 IET's if the ship is organized in 2 section duty/Flying Squad.)
- Demonstrate the Inport Emergency Team's ability to combat Non-Engineering Fires, Structural Damage Casualty and Toxic Gas Casualties.
- Demonstrate the Flying Squad's ability to combat Non-Engineering Fires and Toxic Gas Casualties.
- Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Damage Control mission area
- M-2 in MOB Training SORTS
- Demonstrate Effective Repair Party/DC Core-Flex Organization
- Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

TAB N TO SECTION 4

ENGINEERING (MOB -E) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.

2. Engineering References

- (a) COMNAVSURFORINST 3540.1 (series) Engineering Operations Assessment, Training, and Certification for Conventionally Powered Surface Ships
- (b) COMNAVSURFORINST 3540.2 (series) Surface Force Engineering Readiness Process
- (c) COMNAVSURFORINST 3540.3 (series) Engineering Department Organization and Regulations Manual (EDORM)
- (d) NSTM CHAPTER 555 Vol.1 - Surface Ship Fire Fighting
- (e) ATGPAC/ATGLANT NIPRNET Website ([www.atgpac.navy.mil/www.atgl.spear.navy.mil](http://www.atgpac.navy.mil/www.atgl.spear.navy.mil))
- (f) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))

3. Engineering Ready to Train Goals (Completed prior to CART II/IA)

- (a) Two PQS qualified (including Interim qualifications) engineering watchteams.
- (b) PQS qualified ETT of sufficient numbers to conduct/observe ECC drill.
- (c) PQS qualified DCTT of sufficient numbers to conduct/observe Main Space fire drill.
- (d) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Engineering mission area

<u>SCHOOLS</u>	<u>CIN</u>
*BW/FW Test & Treatment Basic	A-651-0019
*BW/FW Test & Treatment SUPV	A-651-0116
*Auxiliary Boilers	J-651-0457
*Waste Heat BW/FW Test & Treatment	A-652-0188
*Auxiliary BW/FW Test & Treatment	A-652-0189
*Propulsion Fuels/Oil/JP-5 system testing	K-821-2142

- (e) ASA Check-sheet completed. (available at reference (e) (ATG NIPRNET Website). Correction of identified discrepancies not required prior to CART II unless other Ready to Train Goal is affected.
- (f) 100 percent of required Fire Retardant Coveralls (FRC) on hand or on order .

4. Engineering CART II IA/Admin / Material/Operations

- (a) Review all applicable Management programs
- (b) Assess NAVOSH programs (HEAT STRESS, HEARING CONSERVATION, TAG OUT, ELECTRICAL SAFETY)
- (c) Review ship provided list of equipment safety device settings, AFFF Quantab, Halon time delays in specification and periodicity
- (d) Review Eight O'clock reports, Fuel and Water report, Departure From Specifications (DFS) file, Temporary Standing Orders, CASREPS, NAVSEA/TYCOM waivers, EOSS deviations.
- (e) Review approved Engineering Department Watchbill with PQS qualifications and PRDs, and Watch Team Replacement Plan
- (f) Conduct material assessment using formal material checks at IA per ATG ship class standard listing. Minimum equipment criteria in reference (b), must be attained in order to meet "adequate operable equipment to safely take the ship to sea. IOPs and RBOs will be identified as required (see ref. b). All installed DC systems must be fully operational
- (g) Demonstrate High power/dynamic response and stopping and locking the shafts(s)during basic phase training
- (h) Inventory Main Space Damage Control Equipment/Repair 5 (100% on-hand/on order)

- (i) Operations: Assess two watch sections and ETT in Evolutions and ECC drills (minimum satisfactory standard - 65% evolutions & 50% ECC drills). Assess underway organization (one watch section & Repair V/DC Core Flex organization) and DCTT in one Main Space Class "B" Fire drill. Cold plant configuration drill will not be used as the basis for fire fighting certification

5. Engineering Not Fully Capable of Supporting Basic Phase Training (potential reasons)

- (a) Lack of adequate operable equipment to safely proceed to sea (Minimum equipment criteria per reference (b)); and/or
- (b) Assessment interrupted by significant actual plant casualties which precludes conduct of the assessment; and/or
- (c) Major Damage Control/Safety equipment not operable
- (d) ETT effective on less than 50% of drills or evolutions (used as a guideline). Definition of training team effectiveness: ETT/DCTT able to effectively plan, brief, conduct, evaluate, debrief evolutions/drills and fully PQS qualified

6. Engineering Basic Phase Training Methodology.

Training team and watchstander proficiency is assessed at the Initial Assessment (IA) and CART II during execution of ATG standardized series of material demonstrations, drills and evolutions selected from appendix A, EOSS, PMS, and PQS. ETT and Condition III watchstanders are observed during the IA which also includes a material condition review. Condition I operations in an integrated environment are observed during CART II. Ready to train goals are also verified complete at CART II. Training is scheduled based on proficiency levels observed, to address specific weaknesses and to support attainment of all objectives necessary to support certification for Unrestricted Operations at the UD (if required based on IA results) and MOB-E certification in accordance with paragraph 9. Training is tailored to the ship's needs and includes classroom training, seminars, material demonstrations and drills and evolutions done in both training and evaluation modes. The UD is executed when the ship is recommended by the ISIC, normally prior to FEP. When the UD is successfully completed, the ETT and two Condition III watchteams are assessed as proficient in single mission area training and operations. Further training is conducted post-UD integrating the ETT with other training teams and exercising Condition III watchstanders transitioning to and operating in Condition I. Core-flex organizations are similarly trained and recommended for certification. ATG-provided LTT's can be scheduled anytime before CART II or after FEP to improve readiness.

7. Engineering Training Objectives. The following objectives and tasks as applicable by ship class shall be completed by two engineering watch sections (plus ETT) prior to the end of the Basic Phase Training. Details contained in references (e) and (f).

- Prepare to operate the engineering Plant IAW EOSS
- Operate the engineering plant in all non-Battle configurations
- Operate the engineering plant during Battle conditions
- Conduct Main Engine Evolutions
- Conduct Boiler Water/Feed Water Evolutions
- Conduct drive train/shafting evolutions
- Conduct generator evolutions
- Conduct electrical evolutions
- Conduct primary support system Evolutions
- Conduct auxiliaries evolutions
- Conduct miscellaneous evolutions
- Perform Main Engine/Shafting Family casualty control procedures (Steam ships)
- Perform Main Engine Family casualty control procedures (Gas Turbine, Diesel ships)
- Perform Boiler Feedwater Family casualty control procedures (steam ships)
- Perform Propulsion Drive Train Family casualty control procedures (Gas Turbine, Diesel ships)
- Perform Electrical Family Casualty control procedures (all ship types)
- Perform Integrated Family casualty control procedures (all ship types)
- Operate the engineering plant during restricted maneuvering

Combat a class "B" main machinery fire (also FXP MOB-D-9-SF)

8. Engineering SURFORTRAMAN Exercises. A complete list of all required engineering exercises are contained in the SURFORTRAMAN Appendix A. See SURFORTRAMAN Appendix A for propulsion plant drills listing, periodicity requirements, and applicability by ship class.

9. Engineering Basic Phase Certification

- (a) Satisfy all Engineering "Ready to Train" goals.
- (b) Assess ship's Watchteam Replacement Plan (WTRP)
- (c) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Engineering mission area
- (d) Completion of applicable Training Objectives in paragraph 7 above by two engineering watch teams (plus ETT)
- (e) Certify for "Unrestricted Operations" by the ISIC IAW reference (b) including:
  - (1) Adequate operable propulsion machinery to safely take the ship to sea (minimum equipment criteria per reference (b))
  - (2) High power/dynamic response demonstration which may be conducted at IA, UD or certified by the ISIC during the Basic Phase Training.
  - (3) IOPs/RBOs status tracked by ship and ISIC, cleared by ISIC or ATG in Basic Phase Training. Correction of all IOP's/RBO's not required for certification provided minimum equipment standards are met.
  - (4) UD Assessment where two (2) watch teams and an ETT demonstrate proficiency by satisfactorily completing a minimum of 50% of ECC drills and 65% of evolutions in each section.
  - (5) Satisfactory demonstration of a hot plant major machinery space class "B" fire drill using the underway repair organization. (ATG recommendation and ISIC certified)
  - (6) Engineering safety devices within periodicity (ATG recommendation, ISIC certified)
  - (7) Compliant training and management programs; i.e., effective grades in all management programs. (ATG recommendation and ISIC certified)
- (f) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.



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TAB O TO SECTION 4

NAVIGATION (MOB-N) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.
2. Navigation References
  - (a) COMNAVSURFOR/COMNAVAIRFORINST 3530.4(series) (Surface Ship NAVDORM)
  - (b) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
  - (c) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))
3. Navigation Ready to Train Goals (Completed prior to CART II)
  - (a) Afloat Self-Assessment (ASA) Checksheet completion. (See ref. (b).)
  - (b) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Navigation mission area
  - (c) \*Navigator assigned and qualified
  - (d) Three PQS Qualified (including Interim qualifications) QMOW's
  - (e) \*PQS Qualified (including Interim qualifications) Sea and Anchor Detail Navigation Team (Bridge and CIC)
  - (f) \*Possess updated and accurate navigation charts
  - (g) CO's standing orders/Navigation Bill signed by current Commanding Officer
  - (h) 40 hours of shiphandling simulator training, including Bridge Resource Management (BRM) instruction
4. Navigation CART II Admin / Material / Operations
  - (a) Verify Navigation "Ready to Train" Goals status
  - (b) Review Charts/logs/records and publications are available and corrected to date
  - (c) Material readiness checks
  - (d) Conduct ISIC Navigation Assessment
  - (e) Harbor Nav Package
5. Navigation Basic Phase Training Methodology. ATG will assess and train training team and watchteam personnel at CART II or at the first underway opportunity during basic phase training. A Harbor Navigation Package (consisting of Harbor Piloting by Gyro, Low Visibility Piloting, Piloting Swept Channel, and Loss of Gyro) will be conducted to assess the command's Seamanship Training Team and Navigation Team's level of proficiency and to develop a comprehensive training plan. Successful completion of the Harbor Navigation Package (Day or Night) further meets the requirements of an ISIC Navigation Assessment. The ISIC Navigation Assessment expires after 24 months. Basic Phase Navigation Certification is achieved when all Navigation basic phase certification requirements in paragraph 8 are met.
6. Navigation Training Objectives. The following navigation objectives and tasks shall be completed by the Sea and Anchor Navigation Detail and all three underway navigation watchstanders during open ocean transits. All objectives shall be completed by the end of basic phase training. Details are contained in references (b) and (c).
  - Pre-Underway/Entering Port preps
  - Harbor Navigation Package (Day and Night)
  - Precision Anchorage
  - Loss of Steering (Restricted Maneuvering)
  - Surface Weather Observations
  - Maintain Logs and entries
7. Navigation SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions are contained in FXP-4.

Exercise	Description	Periodicity
MOB-N-1-SF	Navigation in an EW Environment	6, 12, 18
MOB-N-2-SF	Open Ocean Navigation	3, 6, 9
MOB-N-3-SF	Conning and Steering at Sec Control Station	6, 12, 18
MOB-N-4-SF	Harbor Piloting by Gyro (Day & Night)	3, 6, 9
MOB-N-5-SF	Precision Anchorage (Day & Night)	6, 12, 18
MOB-N-6-SF	Low Visibility Piloting	3, 6, 9
MOB-N-7-SF	Piloting-Loss of Gyrocompass	3, 6, 9
MOB-N-8-SF	Piloting Swept Channel	3, 6, 9
MOB-N-9-SF	Loss of Steering Control	3, 6, 9

8. Navigation Basic Training Phase Certification

- (a) Satisfy all Navigation "Ready to Train" Goals
- (b) Assess ship's Watchteam Replacement Plan (WTRP)
- (c) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Navigation mission area.
- (d) Completion of applicable Training Objectives in paragraph 6 above by all three underway watch teams and Sea and Anchor Navigation Detail
- (e) M-2 in MOB Training SORTS
- (f) Conduct a Night Harbor Navigation Package
- (g) Complete ISIC Navigation Assessment
- (h) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

TAB P TO SECTION 4

SEAMANSHIP (MOB-S) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.
2. Seamanship References
  - (a) FXP-4 (Fleet Exercise Pub) REV A/CH1
  - (b) NWP 4-01.4 (UNREP Manual)
  - (c) NWP 3-50.1 Search and Rescue Manual
  - (d) OPNAVINST 3130.6(series) SAR Standardization Program
  - (e) OPNAVINST 5100.19(series) Safety Manual Forces Afloat
  - (f) NAVSEA UNREP Hardware and Equipment Manual
  - (g) NSTM 571 (Underway Replenishment)
  - (h) NSTM 581 (Anchoring)
  - (i) NSTM 582 (Mooring and Towing)
  - (j) NSTM 583 (Boats and Small Craft)
  - (k) NSTM 077 (Personnel Protection Equip)
  - (l) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
  - (m) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))
3. Seamanship Ready to Train Goals (Completed prior to CART II)
  - (a) Afloat Self Assessment (ASA) Checksheet completion (See ref. (l))
  - (b) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Seamanship mission area
  - (c) Two PQS qualified (including Interim qualifications) UNREP Teams (only one for FFG-7, ARS, MCM, and MHC Class Ships and sufficient Seamanship Training Team (STT) assigned and PQS qualified)
  - (d) Three PQS qualified (including Interim qualifications) Boat Crews and one PQS qualified Boat lowering detail (including 2<sup>nd</sup> class swimmer qualifications)
  - (e) Three PQS qualified (including Interim qualifications) BMOWs. Six PQS qualified (including interim qualified) Lookouts
  - (f) \*Two designated and qualified SAR Rescue Swimmers
  - (g) SAR Team Training Evaluation (PAC)
  - (h) Deck equipment available/operational to support training
  - (i) \*SAR Phase I&II (LANT)
  - (j) UNREP, Man Overboard, Towing and Abandon Ship Bills
  - (k) UNREP ship qualification trials (AOE, LHA, and LHD only)
4. Seamanship CART II Admin / Material/Operations
  - (a) Verify Seamanship "Ready to Train" Goals status
  - (b) Material Readiness Checks
    - (1) Anchoring equipment and systems operational checks including proper operation of Anchor Windlass IAW PMS standards / EOSS
    - (2) Towing equipment and systems operational checks
    - (3) CONREP equipment and systems operational checks, including proper operation of limit switches for sliding padeyes and boat davits IAW PMS, and verification of weight test memos for CONREP stations, boat and J-bar davits
    - (4) Boat and boat davit equipment and systems operational checks
  - (c) Assess a ship executed ATG provided scenario (See ref. (m)).
5. Seamanship Basic Phase Training Methodology. ATG will assess and train and recommend certification to the ISIC by facilitating completion of Seamanship objectives (underway with live services as applicable). At CART II, a

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proficiency assessment is made of both the watchstanders and the Seamanship Training Team. A comprehensive tailored training plan is then developed to address training weaknesses. Training on the following Day and Night exercises is normally conducted: Fueling at Sea (FAS), Replenishment at Sea (RAS), Emergency Breakaway, Man Overboard (ship and boat recovery), and Anchoring. Training is also held on these Daytime exercises (as applicable): Moor to a Pier, Receive Astern Refueling, Moor to a Buoy, and Towing / Be Towed. If desired and where available, a Dockside UNREP Simulator (DUS) Trainer may be used to increase proficiency. The Seamanship Certification is achieved when all the requirements in paragraph 8 are met.

6. Seamanship Training Objectives. The ship shall complete the following applicable objectives and tasks prior to the end of basic phase training. Details are contained in references (l) and (m).

- Anchor the Ship (day & night)
- Man Overboard Shipboard Recovery (day & night)
- Man Overboard Small Boat Recovery (day & night)
- Receive Fuel Single Probe (day & night)
- Receive Fuel Double Probe (day & night)
- Receive Rearming/Cargo (day & night)
- Emergency Breakaway (day & night)
- Receive Astern Fueling (MHC, MCM)
- Towing (except AGF, LCC, LHA, LHD, AOE)
- Moor to a Buoy (except LCC, LHA, LHD, AOE)
- Mooring Alongside a Pier or Ship
- Surface Rescue Team Training Evaluation (SRTTE)

7. Seamanship SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for ship class applicability. Exercise descriptions are contained in FXP-4.

Exercise	Description	Periodicity
MOB-S-1-SF	Astern Refueling	12, 18, 24
MOB-S-2-SF	Heavy Weather	12, 18, 24
MOB-S-3-SF	Precision Anchoring	12, 18, 24
MOB-S-4-SF	Mooring to a Buoy	12, 18, 24
MOB-S-5-SF	Mooring to a Pier/Ship at Anchor	12, 18, 24
MOB-S-6-SF	Man Overboard	3, 6, 9
MOD-S-7-SF	Preps for Abandon Ship	12, 18, 24
MOB-S-10-SF	Underway Refueling	6, 12, 18
MOB-S-11-SF	Emergency Breakaway during UNREP	6, 12, 18
MOB-S-12-SF	Tow and be Towed	12, 18, 24
MOB-S-16-SF	U/W Prov, Rearm, MSL Xfer	12, 18, 24
MOB-S-18-SF	Get U/W with Duty Section	12, 18, 24

8. Seamanship Basic Phase Certification

- (a) Satisfy all applicable Seamanship "Ready to Train" Goals
- (b) Assess ship's Watchteam Replacement Plan (WTRP)
- (c) Complete, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the Seamanship mission area
- (d) Completion of applicable Training Objectives in paragraph 6 above
- (e) M-2 in MOB Training SORTS
- (f) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306.

TAB Q TO SECTION 4

STRIKE WARFARE (STW) CERTIFICATION CRITERIA

1. This certification applies to VLS equipped CG, DD, and DDG class ships.

2. Strike Warfare References

- (a) NWP 3-03.1 (Series), TLAM Employment Manual
- (b) NWP 3-03.2 (Series), TLAM Launch Platform Weapons and Tactics Manual
- (c) NWP 1-10-1 (Series), TAO Handbook
- (d) NWP 3-20-7 (Series), AFLOAT OTH-T AND SURVEILLANCE MANUAL
- (e) NWP 3-20 (Series), CLASS Tactical Manual
- (f) FXP 3, STRIKE WARFARE (STW), SURFACE WARFARE (SUW), INTELLIGENCE (INT),  
COMMAND AND CONTROL WARFARE, AND COMMAND CONTROL AND  
COMMUNICATIONS (CCC) EXERCISES
- (g) NAVY WIDE OPTASK TLAM
- (h) NAVY-WIDE OPTASK STRIKE
- (i) NAVY-WIDE OPTASK FOTC
- (j) Theater Specific OPTASK STRIKE TLAM SUPP
- (k) Theater Specific STANDING LAC INTENTIONS MSG
- (l) Theater Specific AVOIDANCE OVERLAY MSG
- (m) OPNAVINST 3600.3A, POLICY FOR CRUISE MISSILE CAPABLE SHIPS
- (n) COMNAVSURFOR 8820.1(Series), CRUISE MISSILE QUALIFICATION/  
CERTIFICATION PROGRAM
- (o) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
- (p) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))

3. Strike Warfare Ready to Train Goals (Completed prior to CART II)

- (a) ASA Checksheets completed (available at reference (o)). Strike Warfare admin checksheet provided by ATG includes: PQS, EDVR, PRD, NEC (OS/FC), CO's Battle Orders signed by current Commanding Officer, security clearances, Cruise Missile Doctrine, required publications, and associated training message traffic.
- (b) A preponderance (defined as 70%) of required schools, including NEC, NOBC, IBFT, and Surface Force Training Manual requirement for the Strike Warfare mission area.
- (c) One PQS qualified (including Interim qualifications) watchteam.
- (d) \*TOMAHAWK WCS, LCGR, VLS and Navigation Material Certifications.
- (e) SLAMEX/Fleet Level Exercise currency.
- (f) Review Cruise Missile Tactical Scenarios provided by ATG.

4. Strike Warfare CART II Admin/Material/Operations

- (a) Verify STW "Ready to Train" Goals status
- (b) Material Readiness Checks: Salvo warning alarm and vent damper
- (c) Appraise training aids and training devices
- (d) One watchteam and CSTT will be assessed during an ATG provided Strike Warfare scenario (see ref (p)).
- (e) Level of Knowledge exam

5. Strike Warfare Basic Phase Training Methodology. ATG will assess one watchteam and CSTT performance during individual Strike Warfare scenarios at CART II, and will use the results to determine TSTA phase training required to complete assigned training objectives and attain Cruise Missile Tactical Qualification. ISIC, supported by ATG, conducts Cruise Missile Tactical Qualifications (CMTQ) for surface force TLAM capable ships. The Tomahawk portion of TSTA training uses training scenarios, and if necessary, classroom instruction, to achieve TSTA training goals and prepare the watchteam for CMTQ. The training scenarios are of increasing level of

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complexity designed to introduce new training objectives and reinforce previously introduced objectives as the watchteam progresses in proficiency. Successful completion of two Complex level training scenarios, one in each probable deployment theater, is necessary to demonstrate watchstander proficiency and readiness to attempt the CMTQ scenario. During TSTA, and in preparation for CMTQ, ATG will assess the safe operational condition of the Tomahawk Weapon Control System (TTWCS/ATWCS/TWCS) and associated equipment including Toxic Gas Vent Dampers and Salvo Warning alarms. ISICs shall verify the ship's ability to successfully receive and process an MDU via all installed systems prior to CMTQ completion. Active participation in monthly SLAMEX can enhance STW proficiency. The Strike Warfare Certification is achieved when all Strike Warfare Basic Phase Certification requirements listed in paragraph 8 are met. ATG provided LTTs can be scheduled anytime before CART II or after FEP to improve readiness.

6. Strike Warfare Training Objectives. The following objectives and tasks shall be completed by the Tomahawk Land Attack Missile watchteam prior to the end of basic phase training. Specific TLAM training and certification requirements are governed by ref (n). Ships will use the ATG's watchteam/watchstander training objectives and tasks to complete the following during basic phase training:

- Direct and manage the Strike Organization
- Verify, plan, and execute a STW mission
- Demonstrate MDU procedures
- GCCS-M External and Internal Comms
- GCCS-M Coord/FOTC
- GCCS-M Participant Mode
- GCCS-M Non-participant Mode
- Conduct Simulated Loadout
- Control Combat Systems Casualties

7. Strike Warfare SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions contained in FXP-3.

Exercise Description		Periodicity
CCC-29-SF	OTCIXS/TADIXS/SYST	3, 6, 9
STW-1-SF	Mission Data Update	3, 6, 9
STW-2-SF	Strike Environment Sup	6, 12, 18
STW-21-A	Simulated TLAM Launch	6, 12, 18
SUW-18-SF	Data Base Management	6, 12, 18
SUW-1-I	OTH Surveillance, Search, And Detection	6, 12, 18
CCC-29-SF	OTCIXS/TADIXS Systems Exercise	3, 6, 9
NCO-28-SF	ROE	3, 6, 9
-----	SLAMEX	3, 6, 9

8. Strike Warfare Basic Phase Certification

- (a) Satisfy all Strike "Ready to Train" Goals.
- (b) Assess ship's Watchteam Replacement Plan (WTRP).
- (c) Completion of, or a plan to complete, all required schools, including NEC, NOBC, IBFT, and Surface Force Training Manual requirements for the Strike Warfare mission area.
- (d) Completion of applicable Training Objectives in paragraph 6 above by one STW watchteam.
- (e) M-2 in STW Training SORTS.
- (f) CMTQ (Tomahawk) complete.
- (g) Successfully receive MDU via all installed systems. ISIC verify.
- (h) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306

9. Follow-on Strike Warfare Training/Material Assessments

- (a) SLAMEX Phases 1, 2, and 3/Fleet Level Exercises
- (b) C5RA

(c) Participation in BGIE Phases II, III, IV, and V.



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TAB R TO SECTION 4

SURFACE WARFARE (SW) CERTIFICATION CRITERIA

1. This certification applies to all ship classes.
2. Surface Warfare References
  - (a) FXP 3, Anti-Surface Ship Warfare
  - (b) Navy-Wide OPTASK SUW
  - (c) Navy-Wide OPTASK FOTC
  - (d) OPNAVINST 1211.2Q (Shipboard Air Controller Qualification and Requirements)
  - (e) NWP 30-20.6, Surface Ship Tactical Employment in Naval Warfare
  - (f) NWP 3-20.3, Surface Ship ASUW Tactics
  - (g) NAVSEA OP 3594 VOL 7A PT.1 (CONF) and PT.2 (SECRET), PT.1 REV 2 AUG 99
  - (h) CNSLANT/PAC INST C3516.XX (SERIES) Class Combat Systems Techniques and Procedures
  - (i) COMNAVSURFLANT/COMNAVSURFPACINST 8820.1(series) – Cruise Missile Certification/Qualification Program
  - (j) SW300-SC-SAF-010, Clearing of Live Ammunition From Guns
  - (k) FXP-4 – Non-Combat Operations
  - (l) FXP-5 – Amphibious Exercises (NSFS Qualification)
  - (m) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil) / [www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
  - (n) ATGPAC/ATGLANT SIPRNET Website ([www.atgpac.navy.smil.mil/atgl.spear.navy.mil](http://www.atgpac.navy.smil.mil/atgl.spear.navy.mil)) Toolbox
3. Surface Warfare Ready to Train Goals (Completed prior to CART II)
  - (a) ASA Checksheets completed. (available in reference (m))
  - (b) Two PQS qualified (including Interim qualifications) watchteams (qualified CSTT personnel may serve as second watchteam).
  - (c) Complete Magazine Sprinkler Inspection IAW PMS
  - (d) \*HARPOON Material certification (if applicable)
  - (e) Current Combat Systems Smooth Log
  - (f) Commanding Officer's Battle Orders signed by current Commanding Officer
  - (g) Ammo load to support Basic phase training
  - (h) Firing Plans
  - (i) A preponderance (defined as 70%) of required schools, including NEC, NOBC, IBFT and Surface Force Training Manual requirements for the SUW mission area.

*Harpoon Maintenance Technician	J-113-1000
*Harpoon Engagement Planner	J-113-1001
*GCCS-M Operator	J-221-2311
*GCCS-M Manager	J-2G-2302
  - (j) Cruise Missile Doctrine signed by current Commanding Officer
  - (k)\*ASTAC/SCAC proficient and current IAW reference (d)
  - (l) \*SAR Phase I&II (LANT)/SAR Team Training Evaluation (PAC)
  - (m) \*SAR Rescue Swimmers
  - (n) \*SAR Team
4. Surface Warfare CART II Admin/Material/Operations
  - (a) Verify SUW "Ready to Train" Goal status
  - (b) Level of knowledge examinations as applicable
  - (c) Material Readiness Checks: GCCS-M Operation and Systems Checks, Pre-fire checks on all major and minor cal weapons, OCSOT, SOT, POFA, NIXIE operational test (IAW PMS) and an ammunition magazine material assessment
  - (d) Appraise training aids and training devices

(e) Assess a ship executed ATG provided scenario

5. Surface Warfare Basic Phase Training Methodology. ATG will assess and train shipboard training teams and watchstanders/watchteams on detection, tracking, identification, classification and engaging contacts, gun systems, major caliber/minor caliber weapon employment, misfire/casualty control procedures, weapon systems postures and fire breaks, unit level SWDG approved tactics, and associated material assessment. ATG will ensure shipboard personnel maintain administrative measures and follow Navy instructions/guidelines that support weapons training during the Inter Deployment Training Cycle (i.e. Combat System Smooth Log, Firing Plans, etc.). ATG will make an initial training readiness assessment of the ship during CART II. Based on noted areas of weakness, the ship and ATG will coordinate TSTA schedule to improve performance and knowledge in these areas. During the TSTA phase the ship will complete required exercises, objectives, and, if applicable, the Harpoon Cruise Missile Tactical Qualification (CMTQ). Completion of objectives and exercises at a satisfactorily performance level determines watchteam/CSTT proficiency. Watchteam/CSTT proficiency is then used to determine the ship's surface warfare training level. Live fire events will be scheduled and executed as necessary for ship to meet M-2 in readiness. The Harpoon portion of TSTA training uses training scenarios, and if necessary, classroom instruction, to achieve TSTA training goals and prepare the watchteam for CMTQ. The training scenarios are of increasing level of complexity designed to introduce new training objectives and reinforce previously introduced objectives. Successful completion of two Complex level training scenarios is necessary to demonstrate watchstander proficiency and readiness to attempt the final qualification scenario. During TSTA, and in preparation for CMTQ, ATG will conduct a material inspection of vent dampers, salvo warning alarms, and Harpoon launchers on canister platforms. The Harpoon portion of SLAMEX serves as a means to improve and maintain Harpoon proficiency. GCCS-M Database management training is provided to all ship classes. Depending on the results of the material assessment of the ship's ammo magazines, ATG may recommend to the ship for an Ordnance Handling Safety Assessment (OSHA)/Conventional Ordnance Safety Review (COSR) prior to the completion of Basic Phase Training. Training will be provided to watchstanders to ensure they have the level of knowledge required to effectively perform SAR duties and conduct a satisfactory SAR exercise. Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis. ATG will utilize all available battle group trainers (ie BGIE, MGIE) to accomplish objectives and complete necessary training. ATG provided LTT's can be scheduled anytime before CART II or after FEP to improve readiness. Ship's will be required to demonstrate satisfactory degaussing runs (inbound/outbound), successful torpedo evasion maneuvers by two separate bridge watch teams, and satisfactory NIXIE streaming operations. The Surface Warfare Certification is achieved when all Surface Warfare Basic Phase Certification requirements listed in paragraph 8 are met.

6. Surface Warfare Training Objectives. The following objectives and tasks shall be completed by both sections of the SUW watchteams and one Condition 1 watchteam in either the synthetic or live environment prior to the end of basic phase training. Ships will use ATG's watchteam/watchstander training objectives and tasks to complete the following during basic phase training:

- Analyze and plan for an SUW mission or task
- Initialize and Configure/Reconfigure Systems to include transition of weapons postures
- Search and Detect Surface Contacts
- Track Surface Contacts
- Classify and ID Surface Contacts
- Localize and Report Surface Contacts
- Engage Surface threats with anti-surface armament
- Disengage, evade, avoid and deceive submarines and torpedoes
- Engagement evaluation
- Employ aircraft in SUW role (synthetic)
- GCCS-M External and Internal Comms
- GCCS-M Coord/FOTC
- GCCS-M Participant Mode
- GCCS-M Non-participant Mode
- Control Combat Systems Casualties
- Conduct SAREX

7. Surface Warfare SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions are contained in FXP-3 and FXP-4. See SURFORTRAMAN Appendix C for exercise equivalencies. Circumstances may dictate completion of some exercises (including firing exercises) after basic phase training.

Exercise	Description	Periodicity
CCC-29-SF	OTCIXS/TADIXS/SYST	3, 6, 9
SUW-1-SF	Combined Air/Surf Tracking	3, 6, 9
SUW-1-I	OTH Surveillance, Search, and Detection	6,12,18
SUW-2-SF	Long Range Passive Tracking and Tgting	3, 6, 9
SUW-5-SF	HSMST	12, 15, 18
SUW-7-SF	Alt/Lcl Ctrl Long Range Fire, Hi Spd Target	12, 15, 18
SUW-9-SF	Surface Tracking (NTDS) (AEGIS)	3, 6, 9
SUW-10-SF	OTH-T	3, 6, 9
SUW-12-SF	Visual Ident Counter	6, 12, 18
SUW-13-SF	Attack/Reattack exer for SSM Ships	6, 12, 18
SUW-14-SF	SAG Lamps Tactics	6, 12, 18
SUW-17-SF	Hi Spd Surf Engagement	6, 12, 18
SUW-18-SF	Data Base Mgmt	6, 12, 18
SUW-19-SF	Hi Spd Quickfire Exercise	6, 12, 18
SUW-20-SF	Conv Surf Tracking	3, 6, 9
-----	SLAMEX	3, 6, 9
NCO-28-SF	ROE	3, 6, 9
AMW-1-SF	NSFS Rehearsal	12, 18, 24
AMW-2-SF	NSFS Qualification (FIREX I)	12, 18, 24
ASW-51-SF	ASW Torpedo Countermeasure Operations	3, 6, 9
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF	Assist to Remote Stations	3, 6, 9
NCO-3-SF	Invest. and Reporting	6, 12, 18
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-5-SF	Casualty Repair during loss of Lighting	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-8-SF	Sound-Powered Phone Casualty	6, 12, 18
NCO-9-SF	Secondary ECC/CSMC	6, 12, 18
NCO-10-SF	Elect. Cooling Water Casualty	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-14-SF	Draw Emerg. Repair Parts	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24
NCO-33-SF	Small Boat Attack	12, 24, 36
MOB-S-14-SF	SAREX	12, 18, 24

8. Surface Warfare Basic Phase Certification

- Completion of applicable Training Objectives in paragraph 6 above by two SUW watchteams and one Condition 1 watchteam.
- CMTQ (Harpoon) complete
- Demonstrate Condition I and III watchteams
- Assess ship's Watchteam Replacement Plan (WTRP)
- Complete a successful Detect-to-Engage
- Satisfy all applicable Surface Warfare "Ready to Train" Goals
- Completion, or a plan to complete, all required schools, including NEC, NOBC, IBFT and Surface Force Training Manual requirements for the SUW mission area.
- M-2 in ASU Training SORTS including (circumstances may dictate completion of some exercises after basic phase training).

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- (k) Operable degaussing system as demonstrated by a satisfactory range check (both directions) within the previous six months.
- (l) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306

9. Surface Warfare Follow-on Training/Material Assessments

- (a) SLAMEX Phases 1, 2, and 3
- (b) C5RA
- (c) Aviation Ordnance Safety Assessment (AOSA)- LHA, LHD, LPD, and MCS.
- (d) Intermediate phase Surface Warfare SURFORTRAMAN exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions are contained in FXP-3.

<u>Exercise</u>	<u>Description</u>	<u>Periodicity</u>
SUW-1-I	OTH Surveillance, Search & Detection	6, 12, 18
SUW-2-I	SAG Tactics w. Fixed Wing A/C Support	6, 12, 18
SUW-3-I	SUW Freeplay Exercise	6, 12, 18
AMW-3-SF	NSFS Qualification Maintenance	12, 18, 24
-----	SLAMEX	3, 6, 9

- (e) Participation in BGIE Phases as applicable.
- (f) ROLMS Mobile Fleet Support Team – Ammunition accountability training ([www.anchordesk.navy.mil/htm/ordnancemenu.htm](http://www.anchordesk.navy.mil/htm/ordnancemenu.htm))

TAB S TO SECTION 4

UNDERSEA WARFARE (USW) CERTIFICATION CRITERIA

1. This certification applies to the following ship classes: CG, DD, DDG and FFG.
2. Undersea Warfare References
  - (a) FXP-1 Anti-submarine Warfare (ASW) Exercises
  - (b) NWP 3-21.35 Surface Ship Active Passive SONAR System Tactics
  - (c) NWP 3-21.51.3 Surface Ship Passive Localization & Target Motion Analysis
  - (d) NWP 22.5 SH-60B/LAMPS MK-III Tactical Manual
  - (e) NWP 3-04.1 Shipboard Helicopter Operating Procedures
  - (f) NWP 3-22.5 ASW TAC Air Anti-Submarine Warfare Tactical Airborne Information Document
  - (g) TM 3-21.2-98 Surface USW Attack and Evasion Tactics Manual
  - (h) ATP 3 Antisubmarine Evasive Steering
  - (i) AN/SQQ-89 (V) Operator Guidelines
  - (j) TM 3-21.1-00 - Launched Expendable Acoustic Devices (LEADS) Tactical Employment
  - (k) NAVYWIDE OPTASK USW
  - (l) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)/[www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil))
  - (m) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))
3. Undersea Warfare Ready to Train Goals (Completed prior to CART II)
  - (a) Two PQS qualified (including interim qualifications) watchteams (qualified CSTT may serve as second watch team)
  - (b) \*ASTACs proficiency current
  - (c) Current Combat Systems Smooth Log
  - (d) Commanding Officer's Battle Orders signed by current Commanding Officer
  - (e) Required number of exercise torpedoes (REXTORP/EXTORP)/EMATTs requisitioned
  - (f) A preponderance (defined as 70%) of required schools, including NEC, NOBC and Surface Force Training Manual requirements for the USW mission area.
  - (g) Single Ship ASW Course (K-2E-4634)
  - (h) Ship's participation in ASW inport training (ASWIT), where available.
  - (i) Completion of ASA Checksheets, see ref (l).
  - (j) Entire ASW team must successfully complete Level of Knowledge exams, and obtain a passing grade of 70% by rate.
4. Undersea Warfare CART II Admin/Material/Operations
  - (a) Verify USW "Ready to Train" Goals status
  - (b) Material Readiness Checks: Sonar dome gauge calibration and operational test (IAW PMS), torpedo gauge calibration, TACTAS gauge/tool calibration and operational test (IAW PMS), OCSOT, ASW SCOT, torpedo magazine material assessment, and torpedo tools/handling equipment calibration/weight test.
  - (c) Appraise training aids and training devices
  - (d) Assess a ship executed ATG provided scenario
5. Undersea Warfare Basic Phase Training Methodology ATG will assess and train in both the synthetic and live environment to USW watchstanders/watchteams. Training will focus on all installed USW systems and equipment, to include SQS-56/53 active and passive operations, SQQ-28 Sonobuoy localization operations, SQR-19 TACTAS passive acoustic operations, ASWE, ASTAC, DRT/DDRT, TDSS/CADRT and onboard acoustic range prediction devices. Training for CSTT will focus on SQQ-89 Onboard Trainer (OBT) operations, USW scenario development, acoustic analysis operations, training and casualty control procedures. ATG will also provide specialized training and assessment of OTTO Fuel II safety, handling, and clean up, and MK 32 SVTT torpedo handling operations.

During the CART II process, ATG conducts administrative and material checks of USW systems and equipment IAW paragraph 3 and 4 above. A watchstanders/watchteam assessment is also conducted to determine

the current training level. This assessment is done using Level of Knowledge exams and OBT scenarios. The results of the CART II assessment are used to tailor/schedule training requirements for the remaining Basic Phase of Training.

ATG will observe multiple OBT/IOBT scenarios that are designed to exercise the watchteams and individual watchstanders in the effective setup and tactical employment of their ship's USW suite, contact classification, internal and external reporting procedures, and weapons employment techniques. This is accomplished by conducting passive long-range detection and tracking scenarios leading into direct path active scenarios and/or LAMPS re-detection and prosecution scenarios.

Casualty control training will encompass all areas of CSOSS/Repair 8 organization to include applicable NCO exercises in Conditions I & III. All areas of CSOSS/Repair 8 include the various rates that report primarily through the CSOSS/Repair 8 organization on a normal basis.

Training at TSTA is tailored to accomplish specific Enabling Objective sets. ATG will observe all watchstander and training team Enabling Objectives; determining proficiency based on OBT Measures of Performance, while providing training in identified problem areas. In addition ATG will observe and act as mentors for USW live fire events where required to attain M-2.

Ships can further prepare themselves for the Basic Phase by participation in inport training exercises and through the use of Limited Team Training offered by ATG. In port training consists of: monthly in port ASWIT exercises, weekly GRAM Analysis training, ISAT exercises, Interactive Courseware (ICW), and Interactive Multi-Sensor Analysis Trainer (IMAT)/PC-IMAT training.

The Undersea Warfare Certification is achieved when all Undersea Warfare Basic Phase certification requirements in paragraph 8 are met.

6. Undersea Warfare Training Objectives. The following objectives and tasks shall be completed by two Condition III and one Condition I/IIAS watch sections in the synthetic environment prior to the end of the Basic Phase of Training. Ships will use ATG's watchteam/watchstander training objectives and tasks to complete the following:

- Analyze and plan for an USW mission
- Preparations for Underway/Battle Readiness
- Initialize and Configure/Reconfigure System to include transition of weapons postures
- Detect/Re-detect subsurface contacts
- Classify subsurface contacts
- Track subsurface contacts
- Report subsurface contacts
- Engage subsurface threats with Anti-submarine armament
- Battle Damage Assessment
- Control aircraft in a USW role
- Provide subsurface defense in cooperation with other forces
- Conduct Streaming and Recovery Operations
- Demonstrate Equipment Readiness
- Demonstrate Small Object Avoidance
- Administer use of OTTO Fuel II Spill kit / demonstrate the ability to fight MK 50 fire
- Control Combat Systems Casualties

7. Undersea Warfare STM Exercises. See STM Appendix A for class applicability. Exercise descriptions are contained in FXP-1. See STM Appendix C for exercise equivalencies. Circumstances may dictate completion of some exercises (including firing exercises) after basic phase training.

Exercise Description		Periodicity
ASW-1-SF	SVTT Loading	3, 6, 9
ASW-2-SF	Sonar Casualty Drill	3, 6, 9
ASW-8-SF	Active ASW Operations	3, 6, 9
ASW-11-SF	Unidentified Contact Reporting	3, 6, 9
ASW-15-SF	Submarine Familiarization	12, 0, 0
ASW-18-SF	ASW SVTT Attack Operations	6, 12, 18

ASW-19-SF	ASW RTT Attack Operations	24, 0, 0
ASW-21-SF	Passive ASW Operations	3, 6, 9
ASW-24-SF	Lamps Attack Operations	12, 18, 24
ASW-46-SF	ASW Mission Planning	3, 6, 9
ASW-48-SF	Acoustic Data Collection Operations	3, 6, 9
ASW-50-SF	ASW Attack Operations (Simulated)	3, 6, 9
ASW-54-SF	Surface Ship Small Object Avoidance	24, 0, 0
NCO-1-SF	Preparations for ELEX Spaces	3, 6, 9
NCO-2-SF	Assist to Remote Stations	3, 6, 9
NCO-3-SF	Invest. and Reporting	6, 12, 18
NCO-4-SF	Report of Elect Casualty	6, 12, 18
NCO-5-SF	Casualty Repair during loss of Lighting	6, 12, 18
NCO-6-SF	Use of Installed Spare Fuses	6, 12, 18
NCO-8-SF	Sound-Powered Phone Casualty	6, 12, 18
NCO-9-SF	Secondary ECC/CSMC	6, 12, 18
NCO-10-SF	Elect. Cooling Water Casualty	6, 12, 18
NCO-11-SF	Class "C" Fires ELEX Spaces	3, 6, 9
NCO-12-SF	Equipment Casualty Repair	3, 6, 9
NCO-13-SF	Use of ECC/CSOSS Manual	6, 12, 18
NCO-14-SF	Draw Emerg. Repair Parts	3, 6, 9
NCO-15-SF	Alternate Power Source	3, 6, 9
NCO-16-SF	ECC/ESS	12, 18, 24
NCO28-SF	ROE	3, 6, 9

8. Undersea Warfare Basic Phase Certification

- (a) Satisfy all applicable USW "Ready to Train" Goals
- (b) Demonstrate Condition I/IIAS and III watchteams
- (c) Complete a successful Detect-to-Engage
- (d) Assess ship's Watchteam Replacement Plan (WTRP)
- (e) Completion, or a plan to complete, all required schools, including NEC, NOBC and Surface Force Training Manual requirements for the USW mission area.
- (f) Completion of applicable Training Objectives in paragraph 6 above by two USW watch teams
- (g) LEADS/ADC employment
- (h) M-2 in ASW Training SORTS (Circumstances may dictate completion of some exercises after basic phase training)
- (i) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306

9. Undersea Warfare Follow-on Training / Material Assessments

- (a) C5RA
- (b) Anti-Submarine Warfare Commander Course (A-2G-0525)
- (c) Anti-Submarine Warfare Commander Briefing (K-2E-1073)
- (d) Task Group ASW Team Training (K-2E-4635)
- (e) Coordinated ASW (K-2G-2502)
- (f) Intermediate/Advanced USW STM Exercises:

<u>Exercise Description</u>		<u>Periodicity</u>
ASW-31-SF	Close-in Screening of a Surface Force	24, 0, 0
ASW-32-SF	Perimeter Screening of a Surface Force	24, 0, 0
ASW-33-SF	Barrier Search/Defend AOA	24, 0, 0
ASW-41-SF	LAMPS MK III Helo Control	24, 0, 0
ASW-42-SF	Ship/Fixed Wing Coord	24, 0, 0
ASW-45-SF	ASW Environ Sup by OA Div	24, 0, 0
ASW-47-SF	ASW Command and Control Operations	24, 0, 0



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ASW-52-SF	WQC-6 Probe Alert Operations	24, 0, 0
ASW-54-SF	Surface Ship Small Object Avoidance	12, 18, 24
ASW-53-SF	Shallow Water Towed Array	3, 6, 9
ASW-55-SF	ASW Proficiency Maintenance	24, 0, 0
ASW-5-I	Shallow Water Exercise	24, 0, 0
ASW-8-I	Choke Point Transit	24, 0, 0
C2W-12-SF	Lamps III (ALQ-142) U/W Demonstration	12, 18, 24

TAB T TO SECTION 4

VISIT BOARD SEARCH AND SEIZURE (VBSS)

1. This certification applies to the following ship classes: CG, DD, DDG, FFG, LPD and LSD.
2. Visit Board Search and Seizure References
  - (a) CDS 50 MEF DEPLOYERS HANDBOOK
  - (b) NAVY-WIDE OPTASK Maritime Interception Operations (MIO)
  - (c) COMFIFTHFLT OPTASK MIO SUPP
  - (d) NWP-3-07.11 (MIO) (series)
  - (e) TYCOM Directed Required VBSS Equipment
  - (f) TM SWDG 3-07.1-01 (Boarding of Non-Compliant Vessels in support of MIO)
  - (g) ATGPAC/ATGLANT NIPRNET Websites ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)/ [www.atgl.navy.mil](http://www.atgl.navy.mil))
  - (h) ATGPAC SIPRNET Website ([www.atgpac.navy.smil.mil](http://www.atgpac.navy.smil.mil))
3. Visit Board Search and Seizure Ready to Train Goals (To be Completed prior to CART II)
  - (a) Afloat Self Assessment (ASA) Checksheet completion (See Ref. (g))
  - (b) Boarding Team identified (Note: Applies to CRUDES ships (two teams) and small deck AMPHIBS (one team))
  - (c) Minimum of two qualified (including Interim qualifications) VBSS CSTT members
  - (d) Sufficient shipboard manning in a high state of physical fitness to support VBSS operations
  - (e) One qualified boat crew and boat detail
  - (f) Boarding Team Equipment in accordance with AEL and reference (d) (on-board or on-order)
  - (g) One Boarding Team schoolhouse trained in VBSS/MIO Procedures (A-830-0020) (Note: Applies to CRUDES ships and small deck AMPHIBS)
  - (h) Two graduates (Boarding Officer/Assistant Boarding Officer) of VBSS Boarding Officer COI (A-2E-0085)
  - (i) All team personnel qualified in assigned weapons
  - (j) All team personnel qualified as 2<sup>nd</sup> Class Swimmers.
4. Visit Board Search and Seizure CART II Admin/Material/Operations
  - (a) Verify VBSS “Ready to Train” Goals status
  - (b) Material Readiness Checks: VBSS Equipment inventory
  - (c) Assess a ship executed ATG provided scenario (See Ref. (h))
5. Visit Board Search and Seizure Basic Phase Training Methodology. ATG will assess and train training team and boarding team personnel in VBSS procedures. Prior to commencing VBSS training, boat crew will be qualified and proficient in small boat operations in accordance with the guidelines contained in the Seamanship proficiency and certification section. The normal training process consists of one harbor boarding (executed pierside), one daylight compliant low-freeboard boarding, one daylight compliant high-freeboard boarding, and one nighttime non-compliant (as defined in para 5 (d)) low-freeboard boarding. The VBSS Certification is achieved when all the requirements of paragraph 8 are met.
6. Visit Board Search and Seizure Training Objectives. The following objectives and tasks shall be completed by one VBSS Boarding Team in the live environment prior to the end of basic phase training. Details contained in references (g) and (h).
  - (a) Conduct one Harbor Boarding (executed pierside)
  - (b) Conduct Daytime Compliant Low Freeboard Boarding
  - (c) Conduct Daytime Compliant High Freeboard Boarding
  - (d) Conduct Nighttime Non-Compliant Low Freeboard Boarding. Non-Compliant means that the vessel does not respond to MIF ship directions.

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7. Visit Board Search and Seizure SURFORTRAMAN Exercises. See SURFORTRAMAN Appendix A for class applicability. Exercise descriptions are contained in FXP-4.

<u>Exercise Description</u>		<u>Periodicity</u>
NCO-38 SF	Conduct Visit, Board, Search, and Seizure	6, 12, 18

8. Visit Board Search and Seizure Basic Phase Certification

- (a) Satisfy all VBSS "Ready to Train" Goals
- (b) Assess ship's Watchteam Replacement Plan (WTRP)
- (c) Completion, or a plan to complete, all required schools, including NEC, NOBC, Surface Force Training Manual requirements for the VBSS mission area
- (d) Completion of applicable Training Objectives in paragraph 6 above.
- (e) Achievement of Level B in both Watchstander and Training Team Proficiency per Article 2306

9. Visit Board Search and Seizure Following on Training

- (a) Second Boarding Team through schools listed paragraph 2 and SURFORTRAMAN Appendix D
- (b) Battle Group MIO training in Intermediate and Advance Phase training
- (c) Assess ship's Watchteam Replacement Plan (WTRP)

TAB U TO SECTION 4

FORCE MAINTENANCE AND MATERIAL MANAGEMENT (3M) CERTIFICATION CRITERIA

1. Maintenance and Material Management References

- (a) COMNAVSURFLANT/COMNAVSURFPACINST 4790.13(Series)
- (b) CINCLANTFLT/CINCPACFLTINST 4790.3 (Joint Fleet Maintenance Manual)
- (c) OPNAVINST 4790.4 (3-M Manual)
- (d) NAVEDTRA 43241.H (3M PQS)
- (e) COMNAVSURFPAC Instruction 4700.3 (Database Management for SNAP II or OMMS-NG)
- (f) COMNAVSURFOR Instruction 4790.1 (Force 3-M Assessment and Certification Program)

2. Maintenance and Material Management Prerequisites

- (a) Required SNAP Printed Reports (for SNAP configured ships only)
  - (1) Copy of CSMP (Detailed CSMP and RPPO logs)
  - (2) MDS Access List
- (b) Required OMMS-NG Printed Reports (for OMMS-NG configured ships only)
  - (1) Copy of CSMP (Detailed CSMP and RPPO logs)
  - (2) MDS Access List
- (c) Personnel assigned 3M supervisory and maintenance related billets are PQS qualified
- (d) The following schools shall be completed (by 3M Coordinator):

Schools	CIN
3M Coordinator School	J-500-0029
3M OPS/ADMIN (STEP)	A-500-0038
DCPO Indoctrination (STEP)	A-495-0400
Integrated Shipboard Maintenance Support (ISMS) (STEP)	A-500-0041
Waterfront Material Maintenance Course (SWRMC - SD Ships only)	
- (e) Required Sked Reports
  - (1) Last 13 Weeks Accountability Logs
  - (2) Current, previous and updated Quarterly Boards
  - (3) Current Cycle Boards
  - (4) Workcenter PMS Manual
- (f) Listing of major ship evolutions conducted in previous 13 weeks

3. 3M Baseline Assessment. Typically scheduled to occur simultaneously with the Supply Management Assessment, the 3M Baseline focuses primarily on the section known as the PMS Baseline and secondarily on the MDS Baseline. Each of these baseline events are described below:

a. PMS Baseline. The PMS Baseline is primarily an assessment of PMS performance. This process is as follows:

(1) Determine PMS RAR (Recorded Accomplishment Rate) for each department and ship-wide. Using each WC quarterly schedule calculate the last 13 weeks RAR:

$$RAR = \frac{A}{S}$$

*A = Total MR's Accomplished, S = Total MR's intended to be Scheduled and Accomplished due to periodicity*

(2) Determine PMS ACF (Accomplishment Confidence Factor) for each department. Using current WC quarterly schedules for the department, randomly select MR's that have been recorded as accomplished until at least 2% of those MR's have been selected. Conduct Spot Checks for each MRC selected. Based on the results, evaluate the overall effectiveness of the accomplishment of each MR selected.

$$ACF = \frac{(E - N)}{E}$$

*E = Total MR's Evaluated, N = Total MR's Evaluated as Not Accomplished*

PPR will no longer be calculated by combining the two factors.

(3) 3M Assessment Teams will also calculate departmental and ship-wide Situational Accomplishment Rate (SAR) scores. This is to assess accomplishment of situational ("R") checks. Results will have no impact on 3-M Certification until CY04, but will affect departmental warfare excellence awards as outlined on Page 5-1-2.

$$SAR = \frac{C}{O}$$

*C = "R" checks accomplished, O = "R" checks that should have been completed due to situational requirements*

b. MDS Baseline. ATG will review MDS performance using MCF (MDS Confidence Factor), CMF (Confidence Management Factor), RAF (Reporting and Automated Shore Interface (ASI) Processing Confidence Factor), CVF (Configuration Validity Factor), and MPR (MDS Performance Rate) as parameters.

(1) MCF is the ability of ship's maintenance personnel to initiate complete and accurate MDS documents and is the cornerstone of the program. Random spot checks will be conducted as a means to gage the ability of the ship to properly submit MDS documents. MCF is defined by dividing the Total Number of Satisfactory Tasks (TST) by the Total Number of Tasks (TNT):

$$MCF = \frac{TST}{TNT}$$

(2) CMF is the ability of ship's maintenance personnel to conduct equipment validations and submit accurate database corrections. CMF is defined by dividing the Total Number of Satisfactory Validations (TSV) by the Total Number Validations Sampled (TVS):

$$CMF = \frac{TSV}{TVS}$$

(3) RAF is the ability of ship's maintenance and logistic personnel to ensure up-line reporting and ASI processing is done correctly and promptly. RAF is defined by dividing the Total Points Awarded (TPA) by the Total Points (TP):

$$RAF = \frac{TPA}{TP}$$

(4) CVF is the overall qualitative measure of the accuracy and completeness of ship's material deficiencies and deferred corrective maintenance as represented by the complete CSMP. The CVF is defined by dividing the Total Number of Valid Entries (TVE) by the Total Number of Entries Sampled (TNS):

$$CNF = \frac{TVE}{TNS}$$

(5) MPR reflects the overall quantitative evaluation of the accuracy and completeness of the ship's MDS program. MPR is defined by the following formula:

$$MPR = (MCF * 0.25) + (CMF * 0.25) + (RAF * 0.25) + (CVF * 0.25)$$

4. Maintenance and Material Management (3M) Basic Training Phase Training Objectives. Demonstrate a satisfactory shipboard organizational level maintenance capability and organizational skills in using the Maintenance Data Systems using the above stated criteria. Tailored PMS and MDS training is offered based on the results of the 3M Baseline Assessment. Local ATG commands should be contacted concerning additional 3-M training courses that may be available.

5. Maintenance and Material Management (3M) Assessment Timeline. The 3M Baseline Assessment should be scheduled just prior to commencement of the Basic Phase (CART II), after the first major maintenance availability following deployment. This will allow subsequent time for shipboard training and a follow-on 3M Certification, if required, prior to commencement of FEP and completion of the ship's Basic Phase Training Cycle.

5. Maintenance and Material Management (3M) Basic Phase Certification

- (a) Ship achieves a satisfactory level of proficiency in PMS when:
- (1) Ship-wide RAR is = 90% and no more than one major departmental RAR is < 90%.
  - (2) Ship-wide ACF is = 90% and no more than one major departmental ACF is < 90%.
  - (3) Situational checks are being performed and documented.

**Note: A major department is classified as:**

**DD/DDG/FFG:                      Engineering, Operations, and Combat Systems**

**CG:                                      Engineering, Operations, Combat Systems, and Weapons**

**Amphibious ships:              Engineering, Operations, and Deck**

**LHA/LHD:                          Engineering, Operations, Combat Systems, Deck, and Air/AIMD**

**Also, any department having more than 20% of the ship's total maintenance checks will also be considered major for purposes of assessment.**

- (b) Ship achieves a satisfactory level of proficiency in MDS when ship-wide MDS Performance Rate (MPR) is = 80%

(c) To provide time for training, a minimum of 13 weeks should be allowed to elapse before scheduling a follow-on 3-M Certification. If a ship fails to certify the 3-M Baseline Assessment and requires follow-on training leading up to a 3-M Certification Assessment, re-assessment will be conducted as follows:

(1) If RAR requires re-assessment, those departments that failed to achieve 90% RAR during the Baseline will be re-assessed. Ship-wide RAR will be calculated using new departmental RAR scores, combined with Baseline departmental RAR scores that were not re-assessed.

(2) If ACF requires re-assessment, those departments that failed to achieve 90% ACF during the Baseline will be re-assessed. Ship-wide ACF will be calculated using new departmental ACF scores, combined with Baseline departmental ACF scores that were not re-assessed.

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(3) If MPR requires re-assessment, those areas (MCF, CMF, RAF, CVF) that failed to achieve 80% during the Baseline will be re-assessed. Ship-wide MPR will be calculated using new scores, combined with Baseline scores for areas that were not re-assessed.

SECTION 5

CREW CERTIFICATION AND FAST CRUISE

Ref: (a) NAVEDTRA 43100-1D (PQS Management Guide)

2501. **General.** The training process for crew watch station qualifications of ships in new construction or undergoing extended overhaul or major maintenance availability must be a well planned program instituted shortly after start of overhaul or formation of the pre-commissioning unit. This is particularly important because the sea trial will be the first time the crew has been at sea following an extended in port period. The emphasis of the training and qualification program should ensure the crew is effectively trained in standard operating procedures, emergency bills, and casualty drills, and is thoroughly cognizant of equipments either newly installed or relocated during the yard or building period as applicable. The scope and depth of watch station training and qualifications as discussed herein should be predicated on supporting a successful and safe sea trial. To this end, the procedures for conduct of crew certification and subsequent fast cruise reflect general guidelines and minimum requirements.

2502. **Crew Certification Requirements**

a. Crew certification is required for all ships of new construction. Those ships undergoing extended conversion or modernization will also use this instruction for conducting crew certification. Crew certification for ships that have not been underway for a period of six months or more is required. The difference between CREWCERT for new construction ships and ships in commission is one of depth, detail and time. Both are two-phased events, but the new construction CREWCERT phases may be several days in length while the phases for the ship already in commission may be one to two days long. New Construction ships will also be scheduled for an LOA as ships already in commission may, depending on the length of the availability. CREWCERT Phase II should normally be scheduled after LOA.

b. The major emphasis of crew certification is not training records or administrative procedures. Rather, emphasis is to be placed on review of the ship's overall training program, the ability to provide a minimum number of qualified crew members to support sea trials and whether these objectives are being satisfied. Review of emergency bills and ship's organization will also be included.

c. Applicable Personnel Qualification Standards (PQS) will be used wherever possible to qualify watchstanders. Those underway watches not covered by PQS should be qualified by locally developed Job Qualification Requirements (JQR) in the format specified in reference (a).

d. Ships are expected to accomplish these requirements without support from other ships.

e. The crew certification is normally conducted in two phases:

(1) Phase I will be completed approximately one to two months before fast cruise. Completion of this phase is accomplished by a successful one or two day visit that includes:

(a) A review of training conducted and training planned to support minimum underway watch qualifications for sea trial evolutions.

(b) Written or oral examination of underway watch-standers with emphasis on their knowledge of emergency/casualty bills and general ship operating procedures. This is conducted for engineering watch personnel during ATG visits, Initial Assessment (IA) and Underway Demonstration. Such examinations should not be repeated by the ISIC.

(c) An audit of the ship's SORM, operational and emergency bills, Standing and Battle Orders,



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and shipboard doctrines.

(d) Rules of the Road written examination for officers and chief petty officers standing bridge and CIC watches.

(2) Phase II will be conducted before a formal fast cruise and will consist of an on board evaluation of watch-standers' abilities as determined during simulated underway operations. CSOSS organizational relationships shall be examined for conformance with the ship's Watch, Quarter, and Station Bill under all inport and at-sea conditions of readiness. The certification team will observe specified evolutions, including emergency drills, using constructive instructional techniques to afford the crew opportunity to correct training or procedural deficiencies during the fast cruise.

f. Composition of the monitor team for both Phase I and Phase II will be approximately as follows:

<u>Monitor Team</u>	<u>Area of Responsibility</u>
ISIC/COS	All areas
Commanding Officer	All areas
Executive Officer/CSO	Overall Training, Medical
Operations Officer	Operations, Navigation, Communications, Deck (CRUDES)
Combat Systems Officer	Combat Systems
Engineer/Material Officer	Engineering, Damage Control
First Lieutenant	Deck (CLF/AMPHIB)

g. Areas of responsibility are as follows:

(1) ISIC will monitor satisfactory accomplishment of the crew certification phases for assigned ships.

(2) Commanding officer will establish a crew certification program per the provisions contained herein.

h. Reports. No formal report is required other than by TRNGREP for the Crew Certification line item in the ship's TRA.

i. Search and Rescue (SAR) evaluation, consisting of a swimmers evaluation and a shipboard evaluation of the deck recovery team, will be conducted in conjunction with CREWCERT Phase II.

2503. Crew Certification Subject Matter/Schedule

a. Phase I. Examination and audit of organization, bills and training.

(1) Executive and General Training

(a) Special Sea and Anchor Detail Watch Bill.

(b) Underway Watch Bill.

(c) General Emergency Bill.

(d) Man overboard procedures.

(e) Rules of the Road.

(f) Lookout oral interview.

- (g) Helicopter Operations Bill.
- (h) SORM.
- (i) Personnel qualification status.

(2) Departments, General

- (a) Safety precautions.
- (b) Operational and emergency bills.
- (c) Departmental personnel manning and training status.
  - 1 Number of crew qualified in underway watch sections.
  - 2 Nature and amount of DC training conducted, including fire fighting.
  - 3 Nature and amount of training conducted on ship control and auxiliary support systems, such as emergency steering, magazine sprinklers, etc.
- (d) Adequacy and availability of documentation for equipment and systems operation (plans, instructions, books, pre-underway checkoff lists and PMS/operational tests of equipment prior to underway).
- (e) Departmental organizational manual, Standing and Battle Orders, and shipboard doctrines.
- (f) Adequacy of Quality Assurance, 3M system, and Ship Configuration and Logistics Support Information System (SCLSIS) database training and operation.
- (3) Operations/Communications. Familiarity with operational reports such as MOVREP, CASREP, SORTS, TRNGREP, and voice/message communications procedures (oral interviews).
- (4) Combat Systems/Weapons. Nature and amount of training in combat systems casualty control.
- (5) Engineering and Damage Control. Areas in Article 2502 above that are included in LOA should not be reevaluated during crew certification.
- (6) Boat Crew Qualifications.

b. Phase II. On board, conducted prior to fast cruise.

- (1) General. During this phase, ISIC will verify the following:
  - (a) Posted operational and emergency bills, safety precautions, and check-off lists for leaving/entering port.
  - (b) Emergency and damage control equipment.
  - (c) Alarms and emergency communications equipment.
  - (d) Watchstanders' knowledge of compartments, equipment, and procedures.

(e) Operability of equipment (particularly navigation and safety equipment, including bridge-to-bridge radio).

(f) Reaction of personnel in handling casualties, including use of CSOSS/CSOOW organization or electronic casualty control folders (for non-CSOSS configured ships).

(g) Areas previously evaluated satisfactory by LOA/Post Overhaul Reactor Safeguards Examination should not be reevaluated during Phase II.

c. Sample Crew Certification Schedule

(1) Phase I: Day One (Day Two - complete review if required)

0815 - Written Rules of the Road Examination (all designated OOD, JOOD, Shipping Officer/Petty Officer and CIC watch officers). The certification team can simultaneously start review of written organization bills and procedures as outlined in paragraph 2502.

0915 - Complete Rules of the Road examinations. Begin oral examinations, interviews, audits and briefings by department. Emphasis will be on emergencies that can arise during sea trials. The personnel involved shall include lookouts, after steering watch, helmsmen, repair parties, etc.

1300 - Continue departmental examinations, interviews, audits and briefings.

1400 - Certification team pre-briefings to ISIC.

1415 - Critique.

(2) Phase II

Day One (Day Two - complete review if required)

0800 - Station the special sea and anchor detail.

0810 - Simulate getting underway. Conduct emergency drills and special evolutions.

(1) Loss of engine order telegraph drill.

(2) Loss of steering drill.

(3) Anchoring.

(4) Loss of electrical power to selected combat system equipments (e.g., navigation radar).

0845 - Simulate reduced visibility. Evaluate performance of CIC, bridge, signal bridge and lookouts.

0850 - Station the regular underway watch section. During the remainder of the day, rotate watch sections in such a manner that all sections deal with loss of steering. Conduct man overboard and one at-sea general emergency drill (i.e. fire, flooding, or collision).

1130 - Relieve the watch.

1330 - Relieve the watch.

1600 - Critique.

**NOTE:** During Phase II, disclosures to each watch section are to be as realistic as possible. For example, lookouts should report traffic in the harbor as if contacts at sea. The ship will go to General Quarters during a general emergency such as a collision. It must be emphasized, however, that Phases I and II are checks to ensure that the ship is ready to conduct fast cruise and safely operate at sea. There may have been no time available before Phase II to conduct all hands training on board and, therefore, each drill should be viewed as the first step in preparation for fast cruise. For example, during the general emergency drill, personnel should arrive on the scene knowing their basic assignment and expecting to demonstrate basic damage control knowledge, and not the expertise required for a final

battle problem.

2504. **Fast Cruise**

a. The overall objectives of the fast cruise are to train the crew and determine their ability to take the ship to sea safely in a peacetime environment. In addition to the normal underway routine, to the maximum extent possible, equipment should be actuated to check for proper operation and to determine the state of training of the crew. Fast cruise shall, as far as is practicable, simulate at-sea operational conditions. It will be conducted by ship's force unhampered by construction or repair work or by the movement of shipyard personnel through the ship. No trials, tests, or other work should be performed on the ship during this period. The fast cruise should end not more than three days nor less than one day before sea trials.

b. The general evolutions and drills listed below should be conducted except those previously evaluated as satisfactory by LOA teams. The ship shall be on ship's power. All telephone lines, power lines, service connections, and brows shall be removed with the exception of one phone line for official use only. Provisions for discarding trash and garbage should be provided by the shipyard. Additional drills and operations are at the discretion of the commanding officer. The ship should be operated as if underway, simulating the various evolutions required for safe operation of the ship. Each underway section should be exercised in the evolutions that are normally performed on a watch section basis. During each evolution, check out all communication systems. Ensure that each is in proper working order and that where duplicate systems exist, a priority system is designated. If CSOSS is implemented ensure CSOOW organization is functioning. For non-CSOSS ships, ensure Repair 8 (Electronic Casualty Control Organization) is functioning

c. **Minimum Fast Cruise Requirements**

(1) **All Ships**

- (a) Station the Special Sea and Anchor Detail.
- (b) Station the normal underway watch (section watches).
- (c) Simulate getting underway and returning to port.
- (d) Walk through all major sea trial evolutions.
- (e) Exercise the Reduced Visibility Bill.
- (f) Simulate boat transfer at sea.
- (g) Spot-check storage and availability of spare parts and tools. Verify adequacy of stores and provisions.
- (h) Simulate transit, performing all evolutions and operating equipment as required.
- (i) Conduct the following emergency drills for each section:
  - 1 Loss of steering.
  - 2 Loss of electrical power to navigational radar and communications equipment.
- (j) Conduct man overboard (boat recovery).

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- (k) Exercise the crew at General Quarters.
- (l) Exercise the crew at abandon ship.
- (m) Conduct communications drills with bridge, radio, CIC, and signal bridge personnel.
- (n) Anchor.

(2) The following minimum requirements will be completed by the ship for the combat system as applicable. Check all systems/equipment for proper operation per CSOSS before getting underway. Verify all interior communications circuits including battle telephones and CSOOW circuits. Conduct communications checks on bridge-to-bridge radio. Walk through/conduct drills for each watch station as follows:

AW-2-SF	Link 11 Operations
AW-3-SF	Radar/IFF Tracking
SUW-1-SF	Combined Air/Surface Tracking
C2W-4-SF	EMCON Setting/Modification
CCC-1-SF	Systems Control - Fleet Broadcast
CCC-6-SF	Radio-Telephone Drills
CCC-9-SF	Flag Hoist Signal Procedures
CCC-10-SF	Flashing Light Procedures
CCC-11-SF	Semaphore
CCC-15-SF	NTDS Initiation/Operation
MOB-N-3-SF	Conning/Steering Secondary Conn (if applicable)
MOB-N-4-SF	Piloting by Gyro
MOB-S-6-SF	Man Overboard (Boat Recovery)
FSO-M-8-SF	Electric Shock

(3) The following minimum requirements will be completed by the ship for the propulsion plant designated. Each watch section should walk through the listed drills and actually conduct as many drills as time permits.

(a) Steam Plant. Check propulsion systems/equipment for proper operation per EOSS. Verify all vital interior communications circuits.

Main Space Fire (MCBF)  
Loss of Steering Control (MLSC)  
Unusual Noise or Vibration in Main Engine (NVME)  
Hot Bearing Main Engine (HMEB)  
Loss of Main Engine Lube Oil Pressure (MLLOP/MLLOPR)  
Class Charlie Fire in Switchboard (MCCFS)  
Low Water in Boiler (MLBWL)  
Loss of Main Feed Control (MLMFC)  
High Water in Boiler (MHBWL)  
Loss of Boiler Fires (MLOBF)  
Loss of Vacuum in Main Condenser (MLVMC)

(c) Gas Turbine Plant. Check propulsion systems/ equipment for proper operation per EOSS (MLOC). Verify all vital interior communications circuits.

Main Space Fire - Major Class B Fire (MCBF)

Loss of Steering Control (MLSC)  
Unusual Noise/Vibration in Reduction Gear/Shaft (MNVRG)  
Loss of Propulsion Turbine Oil (MLPTO)  
Class Charlie Fire in Switchboard (MCCFS)  
Loss of Control Propeller Control (MLCRP)  
Loss of CPP Hydraulic Oil Pressure (MLHOP)  
High Power Turbine Inlet Gas Temperature (MHTIT)  
Gas Turbine Cooling Air System Failure (MCASF)  
Loss of Electrical Plant Control Console (MLEPC)  
Class Bravo Fire in GTM Module (MBGTM)  
Class Bravo Fire in Gas Turbine Generator Module (MBGGM)  
Class Bravo Fire in a Diesel Generator Enclosure (MBFDG) (FFG 7)

(d) Diesel Plant. Check propulsion systems/ equipment for proper operation per EOSS (MLOC). Verify all vital interior communications circuits.

Main Space Fire - Major Class B Fire (MCBF)  
Loss of Steering Control (MLSC)  
Loss of Lube Oil Pressure Main Engine/Main Reduction Gear (MLLOP/MLLOPR)  
Unusual Noise or Vibration in main Engine/Shaft (MNVRG)  
Class C Fire in Switchboard (MCCFS)  
Overheating Diesel Engine (MDGEO)  
Diesel Engine Crankcase Explosion (MDECE)  
Ship's Service Generator Overload (MDGOL)  
Loss of Control Pitch Propeller (MLCRP)  
Loss of Electrical Plant Control Console (MLEPC)

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SECTION 6

INTERMEDIATE/ADVANCED TRAINING PHASE GUIDELINES

2601. **General.** The intermediate and advanced phases of unit training consist of multi-ship and battle group training under the numbered fleet commander prior to the start of deployment. Emphasis is placed on integrated watch section training in a fully coordinated multi-threat environment. Included is the series of final predeployment evolutions required of all units. By the end of the advanced phase, each unit should be fully ready to deploy in a battle group/amphibious ready group or other multi-unit environment, with the goal of M-1 in all mission areas.

2602. **Guidelines.** The overall objective of the intermediate/ advanced phases is to become proficient in advanced watch team training/tactics and coordinated underway battle group operations, and to complete other inport and underway training evolutions in preparation for deployment. This includes the following major training/training-related events: inport battle group workup training, fleet exercises (i.e. COMPTUEX, SOCEX/MEUEX, JTFEX, etc.), integrated SMC/MCM/AMCM exercises, and inspections and grooms not completed earlier in the training phases (e.g., SSRNM, CSRR).

a. If a unit has identified training deficiencies in any mission area during basic training, appropriate corrective action must be taken during the intermediate/advanced phases to remediate the deficiency.

b. An amphibious MEUEX will normally be completed before deployment and as a prelude to the amphibious pre-deployment exercise. It is designed to provide multi-ship/marine amphibious training and certification opportunities to increase tactical proficiency and sharpen amphibious skills. The PHIBRON commander may tailor training to the requirements of the ships involved, embarked marines, and any expected deployment contingencies.

c. Squadron Exercises (RONEX), Gulf of Mexico Exercises (GOMEX), Arabian Gulf Exercises, and COMSEVENTHFLT Mine Exercises are scheduled periodically for those mine countermeasures ship that have completed basic phase training. The RONEX is conducted during the intermediate training phase and is designed to bring ships who have mastered individual unit MCM disciplines together as a task Force under the MCM Squadron in a tactical exercise scenario, and provide additional training as required. The GOMEX is conducted as a part of the advanced phase and brings air, surface, and underwater MCM units together to focus on integrated MCM operations in preparation for participation with the battle group in major fleet exercises involving complex mine countermeasures operations. MCM Squadron Commanders will tailor the intermediate and advanced phases to the forces involved and will consider the types of scenarios to be encountered in upcoming major fleet exercises and deployments. In the Arabian Gulf and in SEVENTHFLT, exercises are planned to accomplish the same objectives.

d. Ships should practice the warfare commander or warfare coordinator role for which their ship is most suited to:

- (1) Provide watch-teams the opportunity to practice advanced level skills.
- (2) Discern gaps in watch-team/watch-stander knowledge or skills.
- (3) Alert the Commanding Officer to situations that may not have been considered or anticipated.



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## CHAPTER 3

### SUSTAINING BASIC SKILLS THROUGHOUT THE IDTC

Ref: (a) OPNAVINST 5100.19D, Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat  
(b) OPNAVINST 3500.39A, Operational Risk Management (ORM)

3101. **General.** As Chapter 2 of this manual dealt with the organization and execution of the scheduled portion of the basic training phase, including developing the shipboard training organization, training watchteams and completing certifications, Chapter 3 deals with how the momentum is maintained throughout the IDTC. This section provides guidance for the ship's training team organization. Training teams exist for the sole purpose of maintaining the ship's training edge, especially as it completes the formal training phases supported by outside training organizations and must become self-sufficient throughout the employment cycle. A regrettable fact of life is that personnel turn-over is a constant drain, even while deployed, and the ship's training program must be focused on replacing losses through training and qualifying new personnel and reassigning others to both training teams and watchteams. To be successful, the ship must have and maintain an effective training organization based on training teams as well as a Watch Team Replacement Plan (WTRP) as discussed in Article 2402.h. To be effective, training evolutions must be well prepared, well conducted, observed by knowledgeable personnel, with deficiencies recorded and feedback provided and/or remedial action taken where appropriate. To do less is to go through the motions of training without achieving the desired result. To be effective, basic level training must continue to be conducted beyond the scheduled basic training phase and continue throughout the entire operating cycle. This chapter provides guidance for the ship's training team organization, how training shall be conducted and evaluated and safety considerations to be taken into account.

3102. **Credit for Exercise Completion:** Appendix A of this manual lists the repetitive exercises that ships must complete at stated periodicities throughout the IDTC to maintain the training readiness rating for each mission area in SORTS. With very few exceptions, these exercises are intended to be planned, briefed, conducted and debriefed by the appropriate training team. In the event that an exercise is not conducted with the support of the appropriate training team but could or should have been, the exercise may not be reported as being complete in the ship's TRNGREP message.

3103. **Background.** A fundamental goal of the COMNAVSURFOR's training strategy is to develop a self-sustaining training capability in each ship through the use of onboard training teams. Fleet training resources are used to build this capability by "training the trainers" who in turn maintain the training edge of the shipboard watch teams.

a. Training teams exist for five general purposes:

- (1) Training. This includes both individual and team training, and encompasses pre-briefing and debriefing actions as well as providing feedback during the actual training scenario.
- (2) Exercise control (including initiation of the exercise and to provide responses to watchstander / team actions).
- (3) Exercise role-play. For example, the training teams perform the role of higher authority in combat systems training.
- (4) Exercise planning, recording, and assessment.
- (5) Safety monitoring.

b. An effective training program is based on a logical continuum of training, starting with basic watchstander actions and progressing to more complex evolutions. A foundation which develops watchstander

Level of Knowledge (LOK) based on evolution training, seminars, use of embedded training devices, simulation, etc., provides the synergy for watch teams to conduct efficient exercises and drills, including integrated training. The goal is for the ship's training teams to attain self-sufficiency and to be able to maintain proficiency by conducting challenging training using realistic, safe, and progressive scenarios designed to meet specific training objectives. As discussed in Article 2303, the Afloat Training Groups have been tasked with maintaining libraries of training scenarios and drill guides to be used during basic training. Ships are free to use, modify or create additional scenarios and drill guides during the remaining portion of the IDTC. Guidelines for scenario development and drill guide preparation are provided later in this chapter.

c. Effective integrated scenario-based training exercises the ship as a complete combat system. It affects multi-mission areas, not merely parallel or simultaneous exercises, and demonstrates the intra- and interdependency of systems. Executing scenarios that demonstrate "cause and effect" relationships between systems are the essence of integrated training. For example, imposing a simulated casualty to a non-vital system such as sea water cooling to an air conditioning plant could, if not detected and corrected in a timely manner by the watchstander/teams, lead to a loss of chilled water which, in turn, would cause the loss of a principal combat system such as the SPY-1 radar. Demonstrating the critical relationship of systems through the creation of a "cause and effect" scenario requires the involvement and coordination of several training teams, tests the proficiency of watchstanders in several mission areas, and is the essence of effective integrated training.

d. While integrated training scenarios exercise the ship as an integrated weapons system, an important aspect of shipboard training, continuing training efforts are also required in subordinate functional areas; e.g., Combat Systems, Engineering, Damage Control, Seamanship, Navigation, Aviation and Medical, to maintain proficiency in each area. Also, as ship-wide integrated training efforts involve significant commitment of personnel and time, more frequent functional area training can be conducted independently by each training team as time and resources permit. In a well-developed program, independent functional area training by each team will not be conducted "in a vacuum." The plan should include exercising the interfaces with other watchstanders either through simulation or role-playing. For example, during engineering casualty control exercises, the EOOW should be expected to make all required reports to the OOD, CSOOW, etc., and should be pressed for information if he or she fails to do so.

e. Exercises may be conducted in the training mode where watchstanders are relatively unfamiliar with the exercise, and training time outs may be necessary. Alternatively, exercises may be conducted in the evaluation or assessment mode where the only time outs should be for safety considerations.

3104. **Description.** Training teams should include a core group of the most knowledgeable and experienced personnel in the ship who bring enthusiasm to the training process. No particular team size is directed. The size of the crew, number of qualified personnel, complexity of the exercise, and safety requirements will influence the size of the team. In addition, some training objectives for a particular event may not require the stationing of a full training team. Except in Engineering, where two watch teams and a training team are a minimum requirement, ships may find it desirable to have a two-section training team program in which a training team will be formed from one watch section to train the other and vice versa. The following training teams are required:

- a. Integrated Training Team (ITT).
- b. Combat Systems Training Team (CSTT)
- c. Engineering Training Team (ETT)
- d. Damage Control Training Team (DCTT)
- e. Force Protection Training Team (FPTT)
- f. Seamanship Training Team (STT)
- g. Aviation Training Team (ATT). (LHA/LHD/MCS/LPD only)
- h. Medical Training Team (MTT). (Ships with Medical Departments headed by Medical Officers only)

3105. **Objectives.** The training teams are responsible, under their team leaders, for the identification, formulation, integration and conduct of all phases of watchstander and watch team training. They have the following responsibilities:

- a. Plan, brief, conduct and debrief training using applicable instructions and publications.
- b. Raise watchstander Level of Knowledge (LOK) through a program that combines evolutions, seminars, and embedded training devices, in addition to drills and exercises.
- c. Assess the readiness and effectiveness of watch teams in the performance of watch station specific tasks.
- d. Analyze problem areas or training deficiencies and initiate corrective actions to eliminate the possibility of personnel injury and damage to equipment.

3106. **Organization.** Individual training teams should be comprised of the following members: Team Leader, Team Coordinator, Watch station Evaluators/Trainers, and Safety Observers (may be collateral.)

3107. **Responsibilities.**

- a. The Commanding Officer shall ensure that each training team is designated in writing and the personnel assigned are qualified for the watch station they are evaluating.
- b. The Executive officer is Chairman of the Planning Board for Training (PBFT) and Team Leader of the ITT. The executive officer will coordinate the planning and execution of the ship's training team effort.
- c. The Team Leader is responsible for the management of the training team. To this end, the team leader shall:
  - (1) Be a member of the PBFT and the ITT.
  - (2) Formulate a training package tailored to specific integrated or individual functional area team training objectives.
  - (3) Identify training constraints, disclosures and simulations and annotate the training package accordingly.
  - (4) Present the proposed training package to the Commanding Officer for approval.
  - (5) Conduct a pre-brief for each training event for training team members and the watch team being trained.
  - (6) Ensure the training team conducts a safety walk-through prior to each training event.
  - (7) Supervise the conduct of the training event.
  - (8) Conduct the training event debrief.
  - (9) Establish a feedback mechanism to address deficiencies identified during exercises conducted.
  - (10) Identify training shortfalls and develop lessons learned.
- d. The team coordinator is responsible to the team leader for:
  - (1) Organizing all team training periods, developing training event plans, and making all preparations in support of event execution.
  - (2) Act as overall manager of the training team for training event briefs, performance and debriefs.

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(3) Train team members in the proper conduct of their duties as drill initiators, exercise observers and safety observers, including the Operational Risk Management (ORM) process. Reference (a) germane.

(4) Compile the results of the training event and submit the event evaluation sheets along with the critique sheets to the team leader for review.

(5) Act as coordinator for all recommendations and feedback concerning the training team.

e. Trainers/Evaluators/Safety Observers directly observe individual and team performance of the training event. Some may act as initiators or perform on-site observations and evaluations. Various duties include:

(1) Conduct safety walk-through and pre-event checks.

(2) During exercises conducted in the training mode, provide training/prompting as necessary to meet the training objective.

(3) During exercises conducted in the evaluation mode, normally provide prompting only as required to prevent disruption of the event timeline or for safety reasons.

(4) Provide immediate feedback to individual watchstanders upon completion of the training event.

(5) Provide a post-exercise debrief on observations noted, lessons learned and recommendations for corrective actions.

**3108. Qualifications.**

a. Personnel assigned to the training teams shall be of high caliber and experience, and shall possess the ability to interact effectively with people and professionally assess their abilities. Training team members shall be PQS qualified for the watch station(s) they are assigned to evaluate or possess a higher level qualification, as appropriate. For example, the Tactical Action Officer (TAO) may observe and evaluate the effectiveness of a subordinate watchstander without being specifically qualified for that watch station. The test for whether a training team member must be PQS qualified for the watch station observed is whether the training team member may have to effectively assume watchstander actions for the safety of personnel or equipment.

b. Team members may be assigned to observe more than one area of the evolution only if all personnel participating in the event can be supervised and observed without degrading safety.

**3109. Safety and Risk Management.**

a. Safety. Reference (a) volume II provides surface ship safety standards. Within the training team, the Team Leader has overall responsibility for the planning and execution of the team's training events in a safe manner. The responsibilities of team members on station are greater than those of the assigned trainees. Safety is the primary concern during all training events. The training of the participant, although an important objective, must be secondary to safety. Training team members are ultimately responsible for unsafe actions of any participant under their charge. They may allow the trainee to take actions, even in the event of actual casualties, provided personnel or equipment are not placed in a hazardous situation. It is frequently valuable for trainees to be allowed to make mistakes. Team members must walk the line between allowing those mistakes to be made and preventing unsafe conditions. Whenever there is doubt, the training event must be interrupted immediately and a safe condition established.

b. Operational Risk Management (ORM). References (a) and (b) require the use of ORM in all aspects of operations, training and planning. While the scope of risk management efforts will vary with the type, complexity and uncertainty of planned events, the key elements are applicable to all planning. In conducting familiar, repetitive training events, often with specific known safety issues and requirements, the risk management effort may be simple and straightforward, but still necessary, because these may be the very operations where an unanticipated event or unusual condition will involve risk of injury or damage. The risk management process involves thinking through the

planned process in advance to determine possible hazards, assessing those hazards with some estimate of severity and probability of occurrence, and implementing controls to minimize the risk. For most training situations, these controls will be administrative in nature: i.e., providing warnings, placards, etc.; establishing written policies, SOPs, etc.; training personnel to recognize hazards; limiting exposure to hazards; or providing personnel protective equipment, etc. Use of the ORM process will help to determine the scope of the required pre-event briefing with respect to risk management. While this has often been done informally or intuitively, ORM provides a structured framework to conduct this process. The training team leaders are responsible for ensuring that ORM procedures are used in planning training events as well as ensuring identified control measures are in place prior to and during the training evolution. The process is summarized in the following table:

**Operational Risk Management Summary**

FIVE POINT SHIELD	RISK MANAGEMENT
1. Identify Hazards	Integrate in Planning
2. Assess Risks	Eliminate Unnecessary Risks
3. Make Risk Decisions	Make Risk Decisions at the Proper Level
4. Implement Controls	Accept Risk if Benefits Outweigh Costs (CO Decision)
5. Supervise	

**Table 3-1-1**

c. Safety Inspections. Pre-event safety inspections are the responsibility of all training team members. Safety inspections of all training event areas/equipment may be conducted prior to or after the event brief. However, the walk-through must allow for sufficient time for correction of any unsatisfactory conditions found before the start of the event. Safety inspections should not be done in a way that pre-discloses the event location. All significant safety discrepancies should be reported to the training team leader who shall be responsible for ensuring that they are corrected prior to commencing the training event. The following observations/actions may be appropriate during this inspection:

- (1) Check space installed firefighting/safety equipment such as Halon, CO<sub>2</sub>, AFFF, and PKP.
- (2) Ensure repair lockers are properly stowed and ready for use.
- (3) Test training event communication circuits.
- (4) Ensure escape trunks, doors, and hatches are unobstructed.
- (5) Review tagout log index page to ensure equipment which may impact event are not degraded or under repair/PMS.
- (6) Observe space temperature(s) for temperatures in excess of 100 degrees.
- (7) Check for missile hazards.
- (8) Check deckplates/tiles to ensure they are securely fastened.
- (9) Ensure that ladders are properly hinged or attached.
- (10) Ensure personal protective equipment such as SEEDs and EEBDs are properly installed/worn.
- (11) Ensure equipment configuration is as briefed.
- (12) MLOC contains useful safety information that can be used as a guide in engineering spaces.
- (13) Ensure deck gear is available and ready to use.

(14) Ensure all weapons are downloaded and/or in a safe to train configuration.

(15) Review local regulations on restrictions concerning communications and radar transmissions for inport training periods.

(16) Ensure HERO is considered when conducting weapons handling training evolutions.

d. Safety observer(s) is (are) assigned to ensure all events are conducted in a safe and professional manner. Initiators/evaluators may also function as safety observers. For particularly complex or dangerous events, a separate safety observer may be assigned. A safety observer shall be an experienced officer or petty officer qualified in the event to be observed. The attention of the safety observer will be directed exclusively toward the prevention of accidents and immediate identification of unsafe practices that might hazard personnel or equipment.

(1) The number of safety observers for a given training event shall be consistent with the capability to observe all areas of possible safety hazards. If separate safety observers are assigned, they shall not be distracted from their function by concerning themselves with scoring of, or participation in, a training event.

(2) Safety observers for all training events shall be assigned from ship's company personnel.

(3) Safety observers have the authority to suspend the progress of a training event when conditions warrant (safety time out). Before beginning an event, a signaling method shall be arranged and understood, whereby the observer may halt the event. The use of a whistle or the word "silence" is appropriate.

(4) Training events suspended by a safety observer may be resumed only upon the direction of the Commanding Officer or an authorized representative.

3110. **Documentation.** Although the exact format is not prescribed, the following documents are essential for the effective planning, monitoring, and evaluating of drills/evolutions:

a. **Scenario Package.** The package provided by ATG includes a scenario notebook, BFTT and/or CMTPC digital scenarios and a disk with relevant OPTASK SUPPS, rules of engagement, indications and warnings ideas, digital maps and overlays and other material for ITT use. The notebook includes instructions on how to use the scenario package, geopolitical information, scripted geography, order of battle, problem control information, CARTII timeline outline CMTQ information, and FEP outline and information.

b. **Tactical Scenario Exercise Drill Guide (TSEDG) and Casualty Control Exercise Drill Guide (CCEDG).** Figure 3-1-1, TSEDG and Figure 3-1-2, Integrated Training Team Drill Plan, will be used for all ITT scenarios. The TSEDG can be used by the individual training teams for standalone scenarios or to support an ITT level scenario. Drill/evolution descriptions and procedures shall be listed on cards for each event. It is not necessary to repeat information that is already described in existing documentation (i.e. EOSS, CSOSS, etc). In addition to title, appropriate references, objectives and safety precautions, the guide should include what symptoms should alert the watchstander to the casualty, cause factors (based upon CSOSS and EOCC lists of probable causes and/or trouble-shooting tables and technical manual information), requirements for repair (if applicable), method(s) of imposition, expected actions, possible effects, menu of authorized simulations and recovery procedures. A master set of approved drill guides shall be maintained. Figure 3-1-3 is a sample of a generic Casualty Control Exercise Drill Guide.

(1) **TSEDG and CCEDG Drill Guide Content.** The drill guides should define the general tactical scenario or the selected casualty and the procedures for insertion and response to that casualty in a specific equipment, subsystem, or system.

(2) **TSEDG and CCEDG Drill Guide Validation.** In the absence of direction from higher authority, drill guides for locally developed procedures must be validated as follows:

(a) Part One. "**COLD CHECK**" - a process of verifying locations, numbers, materials, insertion procedures, symptoms, restoration, reconfiguration procedures and casualty initiation procedures. The drill card is reviewed for technical accuracy, procedurally checked by NEC related technicians, and verified not to pose a

hazard to personnel or equipment. ORM procedures will be incorporated in the "Cold Check" process.

(b) Part Two. **"HOT CHECK"** - a process in which a cold checked exercise is conducted on operational equipment for validation. All equipment and watchstation personnel manning must be in accordance with specified drill guide condition of readiness / crew watch condition. HOT CHECKS MUST BE AUTHORIZED BY THE COMMANDING OFFICER.

(c) Once validated, the TSEDG and the CCEDG package will be routed by the team leader to the commanding officer for approval. Retain the exercise for future use. All exercises must be verified current prior to conducting exercise/drill pre-briefs.

c. **Drill Plan.** The ship's equipment shall not be placed in any non-standard configuration without the express approval of the Commanding Officer. Any imposition of casualties or operational procedures must be detailed in a drill plan that fulfills the requirements below. If conducted as an ITT exercise, the drill plan will contain an ITT timeline listing all events and each training team's list of events. A copy of a drill plan should be included among other departmental training records. Figure 3-1-4 is a sample drill plan for individual training teams. Figure 3-1-2 is a sample integrated training team drill plan.

(1) The drill plan should accurately describe the time periods and watch sections being observed. The drill plan should state whether the drill is for training or evaluation.

(2) Each individual drill or routine should be listed with the location and participants on which it is to be imposed.

(3) The drill plan must include the assignment and special requirements of the team members.

(4) Employing ORM principles, the plan should account for all contingencies and establish clear-cut actions when a drill may result in several different outcomes. The drill plan should contain the direction for each eventuality.

(5) The development of the drill plan must take into consideration the condition of the equipment, safety and monitoring devices out of commission, the length of the drill period, state of training of the participants, cautions or restrictions internal to the ship such as requirements not to interrupt communications, electrical power,



**Tactical Scenario Exercise Drill Guide (TSEDG) Example**

<b>Tactical Scenario Drill Guide (TSDG) Title:</b>	<b>Drill ID:</b>
<b>References:</b> (List applicable NWP/NTTP/Ship Class CSTP, OPTASK, CSOSS, etc., used to develop the Watchteam scenario.)	
<b>Safety Precautions and Risk Management (ORM) Controls:</b> (List general and drill specific safety precautions and ORM controls to be followed during the drill.) 1. Forces Afloat comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19 2. Restore systems/equipment to original configuration after FINEX of each training event. 3. Space walk-through and discrepancies noted during pre-drill inspection: Walk-through will be conducted ½ hour prior to commencing exercise and status reported to the ITT Coordinator in CIC. 4. Hot/Cold Checks: Drill cards will be checked within 24 hours of planned insertion. 5. <u>Safety/Training Time Outs</u> . All training team members are responsible for the safe conduct of training. Take appropriate actions to prevent personnel or equipment from being placed in a hazardous situation. a. <u>SAFETY TIME OUT</u> . Anyone may call a SAFETY TIME OUT whenever an unsafe condition is observed. All safety time outs will be reported via the individual training team leader to the ITT leader. Only the ITT Leader may resume training once the unsafe conditions has been corrected. b. <u>TRAINING TIME OUT</u> . A TRAINING TIME OUT may be requested by any training team member and granted only by the training team leader once obtaining permission from the ITT Leader. Training time outs should only be used when a watch stander's action or non-action will impede the scenario or training of other watch standers. 6. Expected immediate and controlling actions: a. Battle Order Requirements: All responses/actions will be IAW the CO's Battle Orders. All equipment will be initially setup IAW the Battle Orders and ship class Combat Systems Techniques and Procedures (CSTP) and modified as directed by the TAO, OOD, CSOOW, & EOOW. b. Actual Casualties: Actual casualties will be reported using the phrase "Actual Casualty." Individual training team leaders will evaluate the impact of the casualty and report it to the ITT Leader. Watch standers will take appropriate actions to control the casualty, and training team members will monitor watch standers actions and assist as required.	
<b>Training Objectives:</b> ("Training Objectives" are the desired outcome of the training event: i. e., "To improve internal communications during NSFS," or "to be able to anchor the ship within 25 yards of the intended position"; not the tasks to be performed to get there.)"	
<b>Certification Criteria Addressed:</b> (from the Certification Criteria tab for each missino warfare area and core competency)	
<b>TSDG Overview:</b> 1. Tactical scenario description:  2. Key casualties and evolutions to be imposed during the scenario: (Note: Items marked (R) are restorable) a. Pre-selected Casualty Control Exercise (CCE) Drill Guides: (Note: ITT/TT select CCE drill guides from ship's CCE library to achieve desired cause and effect.) b. Key evolutions:  3. Authorized simulations: a. Specify live or simulated services. <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <u>ACTUAL</u>            Operating Area:            DLRP:            Chart requirements:            Environmental information:            -Time of day:            -Wind direction/speed:            -Air temp:            -Visibility:            Ships PIM:            POSIT:            Special operating orders in effect:         </div> <div style="width: 45%; text-align: center;"> <u>SIMULATED</u> </div> </div>	

**Figure 3-1-1 Tactical Scenario Exercise Drill Guide**

<p>Equipment OOC:</p> <p>Plant Status:</p> <p>Repair parts status:</p> <p>a. EMCON:</p> <p>b. Flight Deck Readiness Status</p> <p>c. ROE:</p> <p>4. Special Notes:</p> <p>a. SCENARIO SETUP: (Note: Use the ATGLANT/PAC basic phase scenario book; otherwise ITT/TT develop OR download from ATG Website.</p> <p>b. Individual Training Team Timeline notes (each Training Team will use the ITT Timeline to script the details for their specific area of responsibility).</p> <p>(1) ITT</p> <p>(2) CSTT</p> <p>(3) ETT</p> <p>(4) DCTT</p> <p>(5) MTT</p> <p>(6) STT</p> <p>(7) FPTT</p> <p>(8) ATT</p> <p>c. Communications Plan:</p> <p>(1) Internal:</p> <p>(2) External:</p> <p>(3) Problem Control:</p> <p>d. Condition of Readiness:</p> <p>Threat Warning/Weapon Control status:</p> <p style="text-align: center;"><u>SIMULATED</u>                      <u>ACTUAL</u></p> <p>AW =</p> <p>SUW =</p> <p>USW =</p> <p>C2W =</p> <p>e. Weapons Postures:</p> <p style="text-align: center;"><u>SIMULATED</u>                      <u>ACTUAL</u></p> <p>AW =</p> <p>SUW =</p> <p>USW =</p> <p>f. Disclosure Methods:</p> <p>g. Casualty insertion procedures:</p> <p>h. TSDG Brief: Conduct briefs and safety walk through IAW SURFORTRAMAN.</p> <p>i. Debrief/Data Collection:</p> <p>(1) Conduct Debriefs IAW SURFORTRAMAN.</p> <p>(2) Make administrative reports and process training records IAW SURFORTRAMAN.</p> <p>(3) Use the ATG provided OBT database to prepare data collection sheets keyed to the TO/Task listed below.</p> <p>(4) Collect data for tracking TYCOM Certification completion while in basic phase and to support TRMNS reporting during the IDTC.</p> <p>(5) QA data collected and enter into ship's master OBT database.</p>			
<p><b>Cause and Effect Matrix for Scenario Integration:</b></p> <p>Notes:</p>			
<b>Timeline Event</b>	<b>Desired Effect</b>	<b>Cause</b>	<b>Tactical Impact</b>
<p><b>Tasks/Terminal Objectives:</b> Warfare area core competency objectives and tasks (unit, watchteam, and/or watch station) to be accomplished:</p>			
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="width: 25%; text-align: center;"> <p>_____</p> <p>Cold Checked Sign/Date</p> </div> <div style="width: 25%; text-align: center;"> <p>_____</p> <p>Hot Checked Sign/Date</p> </div> <div style="width: 25%; text-align: center;"> <p>_____</p> <p>CO Approval Sign/Date</p> </div> <div style="width: 25%;"></div> </div>			
Drill ID:	Date:	Change #:	Page ____ of ____

**Figure 3-1-1 Tactical Scenario Exercise Drill Guide (Cont.)**

INTEGRATED TEAM TRAINING PACKAGE

Time	ITT	CSTT	DCTT	ETT	STT	MED
-150	ITT Brief					
-120	Training team briefs					
-90	Safety walk through					
-60	Configure ship for scenario/ tactical situation	Tactical CIC brief			Brief Bridge Team	
-45	Report safety discrepancies	Brief TACSIT to watch teams	Brief TACSIT to watch teams	Brief TACSIT to watch teams	Brief TACSIT to watch teams	Brief TACSIT to watch teams
-15	Brief scenario to crew over IMC. Report correction of safety discrepancies to ITT team leader				Time Check IMC	
COMEX	Ship has entered minefield. Ship goes to General Quarters				Lookout reports mine starboard side	
+7	ZEBRA set					
+10	Commence ZEBRA checks					
+30	Hit "A" (Mine hit FR 174 starboard ); Track 3001; ASCM attack	Loss of power to SQS-53 and MT 51, Loss of power to IVCS (fwd); Loss of power to SQS 53 CLNG Skid.	Class A fire upper forward berthing; flooding lower forward berthing. Pipe patching/ shoring Main 1 (must include progressive damage if fire/flooding boundaries not set/ maintained in ___ minutes after hit A.	Class C fire in #1 SWBD; Loss of lube oil MRG #1, Class B fire GTM 1B Main 1.		
+35	Hit "B" Seersucker 03, 03 level, FR 330 portside, MT 21/22 lose power to MK 16 GFC SWBD (Loss of synch reference Mt 51 and 52, manual patch of SA-2112 (Red), Loss of SPS 55 video, Loss of power to HF XMTR, Loss of TADIXS/ OTCIXS, Loss of 400 hz in radio	Loss of aft SPY (Loss of cooling), Fire spread to Repair V, (Progressive damage plan also required.)	Class "A" fire HCO Tower/ AV gear, Main bearing BHD seal leak Main 2	GTM High vibration shutdown, Fire in Main 2, Ship will go DI.W.		Mine watch - Sucking chest wound, Aft L/O leg fracture, BMOW, QMOW, SMOW - BBD, Helm - 1 AB wound, 4 facial & upper body lacerations; helo hanger 1 scalp laceration, 1 smoke inhalation; alt CSOW & Repair 4 RR5, Elec Shock, RR5 Net R/T & plugman, arm laceration, boundary-man leg laceration, RR2#1 hoseman facial burn, #2 hoseman smoke inhalation

Figure 3-1-2 SAMPLE INTEGRATED TRAINING TEAM DRILL PLAN

<b>Casualty Control Exercise Drill Guide Title</b> <i>(Common noun name of casualty)</i>		<b>Drill ID</b> <i>(EOCC/CSOSS ID name/number)</i>	
<b>References:</b> <i>(List applicable EOP/EOCC/CSOSS procedures used to control casualty and restore system/equipment. List technical manuals, if applicable.)</i>			
<b>Objectives:</b> <i>(List training/evaluation objectives to be met during drill.)</i>			
<b>Safety Precautions:</b> <i>(List general and drill specific safety precautions to be followed during the drill.)</i> 1. Forces Afloat comply with Navy Safety Precautions, Forces Afloat, OPNAVINST 5100.19 (series).			
<b>Symptoms, Causes and ETR:</b>  1. <u>Symptoms:</u> <i>(List equipment/system alarms, parameters and indications expected to be observed by the watchstander/technician.)</i>  2. <u>Cause(s):</u> <i>(List cause(s) of casualty to match previously given symptoms.)</i>  3. <u>ETR:</u> <i>(list ETR for applicable cause of casualty.)</i>			
<b>Description of Procedure:</b>  <u>Method of Casualty Insertion:</u> <i>(List here the specific procedures required to impose the simulated casualty. Training team members' actions are also described.)</i>  <u>Watchstander/Technician Expected Actions:</u> <i>(List watchstander/technician expected actions in order to assist training team personnel.)</i>			
CODE:	DATE:	CHG:	PAGE 1 OF 2

Figure 3-1-3 SAMPLE CASUALTY CONTROL EXERCISE DRILL GUIDE

**Expected Possible Effects:** (List equipment affected and possible plant/system configurations after watchstander/technician actions are completed.)

**Authorized Simulations:** *(List command approved simulations applicable to this drill.)*

**Drill/Equipment Recovery Procedures:** *(List procedures expected for equipment/system restoration and limitations on operations if recovery will be limited.)*

Sign/Date  
(COLD CHECKED)

Sign/Date  
(HOT CHECKED)

Sign/Date  
(CO APPROVAL)

CODE:

DATE: \_\_\_\_\_

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CHG:

PAGE 1 OF 2

**Figure 3-1-3 (Cont.) SAMPLE CASUALTY CONTROL EXERCISE DRILL GUIDE**

Date: _____	
1. Watch Section _____	
2. _____ Training Area Assignments:	
<u>Name:</u>	<u>Position:</u>
3. The drill coordinator will muster the team at _____. The team will be briefed on standard safety precautions and the following drills will be conducted between _____ and _____.	
<u>Drill Scheduled:</u>	<u>Space:</u> <u>Watch Qual Level</u>
4. The following unusual circumstances exist:	
_____	_____
Team Leader	Commanding Officer

**Figure 3-1-4 SAMPLE TRAINING TEAM DRILL PLAN**

and type of flight operations, etc., if applicable. The drill plan must consider overall objectives of the training period - is it to exercise the whole ship as an integrated weapon system or to concentrate on a functional area? Is it for training or evaluation of watchstanders?

3111. **Pre-Briefings.** As in any major shipboard evolution where accomplishing actions in remote spaces by many participants must be coordinated, an advanced briefing for the training team members is mandatory. Additionally, the watch team must be informed that a training period is planned, including any relevant information concerning the conduct of drills, safety concerns, degraded equipment, etc. Minimally, each briefing shall contain the following elements:

- a. Equipment condition at the start of the training and at the beginning of each drill.
- b. Drill sequencing and uniform time line if more than one training team is involved.
- c. Drill coordination details, such as primary or alternate team coordination circuits.
- d. Procedures for reporting or handling actual casualties and safety issues.
- e. Degree of team involvement (e.g., walk-through training evolutions or evaluation type drills).
- f. For each individual drill, the following items shall be discussed:

- (1) Training/evaluation mode

- (a) Training mode: Watchstanders may be relatively unfamiliar with the watch team/station requirements. Prompting and instruction may be necessary.

- (b) Evaluation mode: Training has progressed to the point that the watch team/station is proficient. Therefore, prompting and instruction should not be required. The entire evolution is, by definition, an evaluation.

- (2) Brief description of the drill.

- (3) Identification of initiator and method(s) of implementation.

- (4) Identification of evaluators and responsibilities.

- (5) Cautions to be observed.

- (6) Simulations to be imposed.

- (7) Identification of training objectives.

- (8) Roles for safety observers and special safety considerations particular to the drill identified using the ORM process.

- (9) Safety/Training Time Outs. Procedures providing a means for freezing the drill:

- a. Training time-out: An interruption for watch team/station instruction. This may impact the overall scenario timeline. Training time-out should not be called when prompting can accomplish the desired affect.

- b. Safety time-out: An interruption to avoid injury to personnel or damage to equipment.
- g. Flight plan to include number of aircraft involved (if applicable). When a drill involves actual flight operations the team leader or team coordinator will pre-brief the drill to the aircrew prior to drill initiation. When supporting aircraft; e.g., P-3 MPA, are incorporated in the exercise, the team leader will ensure that the required pre-exercise message is sent and aircraft check-in is accomplished.
- h. This briefing is an interactive procedure where problems, procedural differences, and misconceptions must be resolved. No member should leave the brief with the slightest doubt concerning any procedure that might occur.
- i. Figure 3-1-5 contains a sample list of prebriefing considerations for a variety of possible training events. Team leaders should select those elements that apply to the planned training period and structure the pre-briefing accordingly.
- j. Pre-briefing for the ITT will generally be more of an executive overview rather than the detailed briefs for functional area training teams.

3112. **Debriefing and Critique.** The training effect is improved by positive and accurate feedback to the trainees. Immediate and direct feedback to a watchstander by the appropriate training team member is a valuable tool. A more comprehensive critique will emerge after the entire training team has debriefed the event. Some interactions will only be apparent to the members of the training team when this debrief has occurred. Each training team member should record a chronology of observations, e.g. accomplishment of objectives and watch team/station strengths and weaknesses. The sample checklist in Figure 3-1-6 may help structure the training period critique. A standard format is not provided due to the variety of training events, but the checklist should be useful in organizing the observations. During the team's debrief, individual observations are discussed and a composite evaluation of the training event is formed and recorded in the critique that is forwarded up the chain of command. After review, these are to be kept on file until the training event is accomplished again or all recommended corrective actions are taken, whichever occurs last. Debriefs for the ITT will generally be more of an executive overview than the detailed debriefs conducted by the functional area training teams.

3113. **Simulations.** Many operational and casualty procedures require the use of simulations. To the extent that any simulation differs from reality, however, the benefit of the training is comparably reduced. Many training actions become or should become second nature through repetition. It is extremely important that a simulation not become second nature to the trainee because of repetition. The Commanding Officer is the ultimate authority for which actions may or may not be allowed in response to casualties during training. Within those restrictions the following actions on simulations should be taken:

- a. Simulations should be kept to a minimum consistent with safety of personnel and equipment/machinery.
- b. Simulated disclosures, when required, should be conducted with as much realism as can be imposed in a training environment. Examples are artificially created sound, vibration, smell, or sight signals.
- c. During casualty training, the trainee should be trained to take all actions required in the ship's standard procedures. The training team shall control all simulations and the resultant action of participants. This places the full and complete responsibility for control of the drill upon the training team. For example, actual firefighting agents shall not be discharged unless directed by the training team.

3114. **Shipboard Training Team Course.** The Shipboard Training Team (SBTT) course, conducted by ATG, is designed to primarily work with the ship's ITT although training modules for each training team are available. In general, the SBTT provides information on watch team and watch stander training, drill guide/drill plan development, briefing/debriefing, scenario/timeline development, self-assessment, team dimensional/team building skills training and use of ATG products throughout the basic phase. Ships are encouraged to tailor the SBTT to fit their individual needs. A complete discussion of the basic phase tactical scenario book and how to use the scenario products during CART II, TSTA, and FEP is included in the SBTT. The course consists of over twenty modules of information, which are described in detail on the ATGLANT ([www.atgl.spear.navy.mil](http://www.atgl.spear.navy.mil)) and ATGPAC ([www.atgpac.navy.mil](http://www.atgpac.navy.mil)) Web



Pages. The SBTT COI is optimally conducted 6-12 weeks prior to CART II and is required for the ITT leader, other training team leaders and training team personnel.

3115. **Training Team Self-Assessment.** Training team self-assessment is also an invaluable tool for improving future drill scenarios, training and evaluations. The Training Team Self Evaluation (Figure 3-1-7) is not required for every drill/exercise/scenario conducted. It should be used periodically as directed by the ITT Leader; e.g., once per quarter and prior to CART II.

3116. **Additional Training.** During the course of a drill conducted in the training mode, there may be periods of relative inactivity at various stations. The team member should use these opportunities to question participants about different aspects of the event that may not have been specifically covered by the scenario used. Causes of the casualty, actions to be taken by individual stations, use of space fire fighting equipment, rules of engagement and Commanding Officer's Battle Orders are a few examples of subjects that can be discussed. Additionally, evolution training consisting of starting, stopping and reconfiguring equipment in a non-casualty environment is available to the training teams to increase watchstander proficiency. Use of OSS, MRC or a written ship's procedure is required during all evolutions. When conducting evolution training, PQS qualified evaluators will:

- a. Evaluate the watchstander's knowledge of equipment operating parameters and configurations.
- b. Determine whether the watchstander makes appropriate reports if a problem arises while conducting an evolution.
- c. Ensure OSS, MRC or a written procedure is used to start, stop or reconfigure equipment.
- d. Evaluate combat systems watchstander and watch team level of knowledge of :
  - (1) Commanding Officer's Battle Orders
  - (2) Ship class Combat Systems Techniques and Procedures
  - (3) Navy-wide OPTASKS and battle group OPTASKS (if applicable).
  - (4) Required operational reports.
- e. Similarly in other functional areas, evaluate watchstander and watchteam level of knowledge of shipboard doctrine; e.g., CO's Standing orders, Engineer Officer's Standing Orders, Repair Party manual, etc., OSS, and general technical knowledge; e.g., NSTM series, appropriate to the functional area.

**PRE-BRIEF ELEMENTS - SCENARIO/DRILL CHECKLIST**

1. Training event ID and duration:
2. ITT/Training Team Objective(s)
  - a. Plan, build, brief, execute, assess, and debrief
  - b. Training Teams in evaluation or training mode
  - c. Training Team Member assignments
  - d. Stand-alone, parallel, or integrated scenario
    - (1) Complexity and training team integration
    - (2) Watchstanders
    - (3) Watch teams
  - e. Warfare/Mission areas
  - f. Specific training objectives
3. Scenario framework (as applicable):
  - a. Geopolitical environment
  - b. Physical environment
    - (1) Operating area (geography)
    - (2) DLRP
    - (3) Chart requirements
    - (4) Environmental information
    - (5) Day/night
  - c. Ship's PIM
  - d.. Ship's mission
    - (1) Task Organization
    - (2) Ships in company

**Figure 3-1-5 Sample Pre-brief Elements**

- (3) Assigned aircraft status
  - (4) Specific equipment requirements, for example:
    - (a) Small boats
    - (b) Anchor
- e. Condition of readiness
  - (1) Threat Warning and Weapons Control status
  - (2) Weapons Posture
  - (3) ROE
  - (4) EMCON
  - (5) Flight deck readiness status
- f. Communications Plan
  - (1) Internal
  - (2) External
  - (3) Problem control
- g. Order of Battle (OOB)
  - (1) Friendly
  - (2) Hostile
  - (3) CCOI/COIs
  - (4) Neutral forces, merchant shipping
- h. OPGEN/OPTASKS/OPTASK SUPPS
- i. Operational Risk Management (ORM):
  - (1) Underway/inport/at anchor
  - (2) Casualty Control Drills
    - (a) EOP/EOCC specific considerations
    - (b) CSOSS specific considerations

**Figure 3-1-5 (Cont.) Sample Pre-brief Elements**

(c) Risk Assessment Codes (RAC)

j. Plant and equipment status:

- (1) Special operating orders in effect.
- (2) Equipment OOC list
- (3) Minimum equipment requirements
- (4) Specific equipment/system material status
- (5) Required plant conditions
- (6) Final plant conditions

k. Safety considerations:

- (1) Space walk-through and discrepancies noted during pre-drill inspection (Note: Pre-drill/exercise/ evolution discrepancies must be corrected prior to commencing the drill)
- (2) Heat stress/stay time
- (3) Hot/cold checks

4. Timeline information:

a. Extent of freeplay

- (1) Who controls the timeline and what circumstances will be permitted to modify the timeline.

b. Disclosure methods

c. Casualty insertion procedures

- (1) Symptoms, indications

d. Embedded training devices to be used.

e. Authorized deviations (alteration from an approved, cold/hot checked drill).

f. Simulations approved for this drill.

g. Spaces and equipment to be affected by casualty control drills:

- (1) Engineering
- (2) Combat Systems

**Figure 3-1-5 (Cont.) Sample Pre-brief Elements**

<ul style="list-style-type: none"><li>(3) Damage Control</li><li>(4) Deck</li><li>h. Miscellaneous:<ul style="list-style-type: none"><li>(1) Potential risk areas<ul style="list-style-type: none"><li>(a) Possible effects on the plant</li><li>(b) Electrical plant control</li><li>(c) Possible effects on combat systems</li><li>(d) Possible effects on deck gear</li></ul></li><li>(2) Expected immediate and controlling actions<ul style="list-style-type: none"><li>(a) Battle Order requirements</li></ul></li><li>(3) What to do for actual casualties</li><li>(4) Underway maneuvering requirements</li></ul></li><li>5. Lessons learned and review of last time this scenario/drill was used.<ul style="list-style-type: none"><li>a. Previous drill weaknesses.</li><li>b. Areas of concern</li></ul></li></ul> <p>Note: When conducting a single training team evolution for a drill that is not complex, some of the prebrief items listed above may not be required. The ITT or senior training team member should specify those that may be omitted.</p>
--

**Figure 3-1-5 (Cont.) Sample Pre-brief Elements**

**TRAINING TEAM DEBRIEF/CRITIQUE CHECKLIST**

1. Date/time
2. Drill/Evolution/Exercise
3. Watchstander/Section/Special Detail
- 4 Drill/Exercise/Evolution Evaluation:
  - a. Ability/Level of Knowledge of Watchstander/Watch Team/Special Detail/ UNREP/ Anchor/ Navigation/ Helo Crash Team, etc.) to accomplish drill/exercise/evolution.
  - b. Actions:
    - (1) Immediate:
    - (2) Controlling:
  - c. Communications:
  - d. ORM Considerations:
  - e. Deficiencies:
    - (1) Material:
    - (2) Documentation:
    - (3) Procedures:
      - (a) Contrary to EOP/EOCC/CSOSS:
      - (b) Contrary to other documents:
  - f. Training Team Evaluation:
  - g. Objectives not demonstrated:
  - h. Recommendations:
5. Overall Evaluation:
  - a. Evaluator
6. Review: TT Leader/Division Officer./Department Head /ITT Leader/XO/CO

Note: Multiple exercises/evolutions accomplished by one watch team or watch section may be summarized on one critique form.

**Figure 3-1-6, Training Team Debrief/Critique Checklist**

### Training Team Self Evaluation

Team Name: \_\_\_\_\_

Yes/No/NA

Exercise Planning, Preparation and Readiness:

1. Was exercise package tailored to specific tactical training objectives or casualty control goals? \_\_\_\_\_
2. Did drill guides make use of embedded training systems and OBTs to provide maximum realism? \_\_\_\_\_
3. Were casualty control drill guides "cold checked" and verified to be current? \_\_\_\_\_
4. Were applicable embedded training systems and OBTs used? \_\_\_\_\_
5. Were training team members PQS/JQR qualified to observe the watch stations being evaluated? \_\_\_\_\_
6. Was the exercise plan approved by the Commanding Officer? \_\_\_\_\_

Exercise Prebriefings:

1. Was an exercise brief for assigned training team members conducted? \_\_\_\_\_
2. Did it include:
  - a. Safety considerations/ORM/RAC? \_\_\_\_\_
  - b. Use of embedded trainers/OBTs? \_\_\_\_\_
  - c. Simulations and deviations? \_\_\_\_\_
  - d. Feedback from previous exercise? \_\_\_\_\_
  - e. Review of team assignments and responsibilities? \_\_\_\_\_
  - f. Review of evaluation sheets? \_\_\_\_\_
  - g. Discussion of required resources/services (equipment, power, chilled water, gyro, etc.) scheduled/ available? \_\_\_\_\_
  - h. Discussion of communications requirements? \_\_\_\_\_
  - i. Identification of training team communications requirements? \_\_\_\_\_

### Figure 3-1-7 Training Team Self Evaluation

- j. Discussion of exercise disclosure and timing? \_\_\_\_\_

- k. Discussion of casualty insertion and timing? \_\_\_\_\_
- l. Include exercise timeline or schedule of events? \_\_\_\_\_
- 3. Was an exercise brief conducted for all watch team members being trained? \_\_\_\_\_
- 4. Did it include:
  - a. Safety considerations/ORM/RAC? \_\_\_\_\_
  - b. Coordination requirements? \_\_\_\_\_
  - c. Exercise simulations? \_\_\_\_\_

Exercise Conduct and Evaluation:

- 1. Did the team leader manage and control the exercise? \_\_\_\_\_
- 2. Were training time-outs called, if required and appropriate? \_\_\_\_\_
- 3. Were safety procedures observed and enforced? \_\_\_\_\_
- 4. Did training team members recognize and correct any unsafe conditions before personnel injury or equipment casualties occurred? \_\_\_\_\_
- 5. Were coordination and internal communications sufficient to support exercise objectives? \_\_\_\_\_
- 6. Did evaluators:
  - a. Arrive on station before exercise COMEX and conduct required exercise checks and a safety walk-through? \_\_\_\_\_
  - b. Observe and evaluate all factors in drill guides and on evaluation sheets? \_\_\_\_\_
  - c. Provide only minimum prompting to prevent disruption of the exercise? \_\_\_\_\_
  - d. Verbally question watchstanders if appropriate to the mode in which the exercise was conducted? \_\_\_\_\_
  - e. Take time lines / record all significant events and not just deficiencies? \_\_\_\_\_
- 7. Did training team safely rig simulations or alter equipment/system configurations to achieve objectives? \_\_\_\_\_
- 8. Were safety observers stationed, if required? \_\_\_\_\_
- 9. Were exercise objectives achieved? \_\_\_\_\_

**Figure 3-1-7 (Cont.) Training Team Self Evaluation**

Exercise Debrief:

- 1. Was a post-exercise debrief conducted with the use of primary references? \_\_\_\_\_



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2. Was a watch station debrief conducted? \_\_\_\_\_
3. Was the watch section debriefed? \_\_\_\_\_
4. Were safety violations and deviations from doctrine addressed? \_\_\_\_\_
5. Did evaluators assist in the post exercise debrief? \_\_\_\_\_
6. Were completed evaluation sheets and exercise comments forwarded to the Commanding Officer? \_\_\_\_\_
7. Were exercise results posted in such a manner; e.g., night order book, LAN, etc., such that all the watch sections might benefit? \_\_\_\_\_

Watch Team Self Evaluation:

1. Did the watch team internally update and pass key information? \_\_\_\_\_
2. Did the watch team self-correct mistakes? \_\_\_\_\_
3. Were the watch team's communications clear, concise and in the correct phraseology? \_\_\_\_\_
4. Was watch team leadership effective? \_\_\_\_\_

Training Team Self Evaluation:

1. Was the training team supervision and control of the exercise effective? \_\_\_\_\_
2. Were recommendations generated in the exercise critique implemented? \_\_\_\_\_

Comments:

**Figure 3-1-7 (Cont.) Training Team Self Evaluation**

CHAPTER 4

SHIPBOARD TRAINING ADMINISTRATION

SECTION 1

GENERAL

Ref: (a) COMNAVSURFORINST 3540.3 (Engineering Department Organization Manual)  
(b) COMNAVSURFLANTINST 5400.1E/COMNAVSURFPACINST 5400.1G (Force Regulations)  
(c) OPNAVINST 3120.32C (Standard Ship's Organization and Regulations Manual)  
(d) OPNAVINST 1500.22E (General Military Training)  
(e) OPNAVINST 5100.23E (NAVOSH Program Manual)  
(f) SECNAVINST 5510.30A (DON Personnel Security Program)  
(g) SECNAVINST 5510.36 (DON Information Security Program Regulation)  
(h) OPNAVINST 5530.14C (Physical Security and Loss Prevention)  
(i) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D (SORTS Readiness Reporting)

4101. **General.** The purpose of the shipboard training program is to organize individual and team training so as to achieve the optimal level of training readiness more efficiently and effectively at each stage of the training cycle. To achieve this objective, administration of the shipboard training program must include the following basic training elements:

a. Functional training for:

- (1) Equipment/system operation.
- (2) Equipment/system maintenance.
- (3) Watchstander/watch station training (inport and at sea watches). Such training should include both initial qualification and proficiency training to maintain watchstander qualifications.
- (4) Team training for subsystem operation and single and multiple mission area employment for the unit.
- (5) Tactical training for officers and enlisted personnel.
- (6) Damage control training for all hands per references (a).

b. Administrative training for:

- (1) Personnel indoctrination of newly reporting individuals per references (b) and (c).
- (2) General Military Training (GMT) per reference (d).
- (3) Safety training per references (c) and (e) .
- (4) Information and physical security training per references (f), (g), and (h).

4102. **Duties and Responsibilities.** Guidelines for establishing the unit training organization and responsibilities of individual billets are provided in reference (c). Additional billet duties and responsibilities are as follows:

a. Commanding Officer:

- (1) Establish training policy.
  - (a) Set training goals and objectives.
  - (b) Set training priorities.
- (2) Review departmental progress and overall attainment of training goals.
- (3) Certify watchstander qualification for CDO, OOD (Underway), TAO and EOOW.

b. Executive Officer:

- (1) Develop and implement training system audit program.
- (2) Ensure ship Planning Board for Training (PBFT) schedules and conducts training to achieve the command's training policy.
- (3) Act as Integrated Training Team (ITT) Leader.
- (4) Act as Damage Control Team (DCTT) Leader.

c. Senior Watch Officer:

- (1) Manage officer training program.
- (2) Manage bridge and quarterdeck watch team training program.

d. Training Officer:

- (1) Train supervisors in mechanics of running departmental and divisional training.
- (2) Report status of training as per reference (i) (SORTS).
- (3) Maintain liaison with the ATG TLO and advise the PBFT on training assets available.

e. Department Heads:

- (1) Maintain a list of departmental training events required by higher authority (a computer training database or updated ship's TRMS file should fulfill this requirement).
- (2) Maintain record of required school graduates and assign timely reliefs for schooling.

f. Afloat TRMS TRNGREP Manager:

- (1) Maintain accurate TRMS exercise catalog.
- (2) Maintain liaison with TYCOM TRMS TRAREP Coordinator.

4103. **Personnel Qualification Programs**. As prescribed in reference (c), accomplishment of Personnel Qualification Standards (PQS) for assigned duties, watch stations, 3-M, and General Damage Control is the minimum acceptable level of individual training within the Surface Forces. Satisfactory progress in PQS is a mandatory requirement for obtaining the commanding officer's recommendation for advancement in rate.

4104. **Training Records**. Shipboard training records should serve the following functions:

- a. Assist in the planning of meaningful and productive lectures, seminars, examinations, drills, evolutions and exercises.
- b. Provide feedback to the chain of command on the quality of training conducted.
- c. Minimize repetition of errors in drills, exercises, and evolutions.
- d. Periodically monitor individual and team performance in drills or observed evolutions.
- e. Provide information that can be meaningfully reviewed to evaluate command training methodology.

4105. **Required Schools Master List**. The training officer should develop and maintain a consolidated Required Schools Master List. This listing should include all the "school-house" course requirements necessary to meet the ship's Navy Officer Billet Code (NOBC) and Navy Enlisted Classification (NEC) requirements as well as the Type Commander's required schools list in Appendix D. Additionally, the master list should include on-board school graduates, their respective PRDs, and prospective gains. From this consolidated listing of required schools the commanding officer can readily identify existing and projected shortfalls and initiate timely remedial actions.

4106. **Training Record Administration and Retention**. Chapter 8 of reference (c) contains some examples of administrative forms, and individual supervisors may develop their own personal management tools, but it is recommended that the number of forms and documents be kept to an absolute minimum. The records required by this instruction will suffice in all but the most unusual circumstances. Only training records and plans used for the current training cycle need be retained. The only records required by the Type Commander are:

- a. **Long Range Training Plan** - at least one for the command.
- b. **Required Schools List** - best included as part of the LRTP.
- c. **Short Range Training Schedule** - at least one per command, but most departments will probably need to issue their own.
- d. **Record of Drills, Completed Training, and Supervised Evolution**. Records must be kept on the date and nature of operational training afforded each watch team.
- e. **Approved Drill Plans**. Drill plans, approved by the Commanding Officer, should be annotated to the degree the training was accomplished
- f. **Training Critiques**. Critiques of training events will be forwarded via the chain of command to Commanding Officer. If the training is a TRMS reportable exercise, submit input to the ship's TRNGREP (Chapter 4, Section 3) in accordance with internal procedures.

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## SECTION 2

### TRAINING READINESS REPORTING GUIDELINES

Ref: (a) NWP 1-03.3 (Status of Resources and Training System (SORTS))  
(b) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D (SORTS Readiness Reporting)

4201. **General.** SORTS readiness reporting is as directed in references (a) and (b). Articles 4204-4207 below discuss the methodology by which mission area readiness ratings are determined.

4202. **SORTS Training Readiness Reporting.** Appendix A of this manual contains a comprehensive training exercise syllabus for each ship type that summarizes, by mission area, all capabilities a ship is expected to demonstrate during the standard training and readiness cycle. Appendix B prescribes capping criteria that may cause normal readiness reporting to be overridden. Appendix C contains Type Commander pre-approved exercise equivalencies.

#### 4203. **Definitions**

a. TRMS - TYCOM Readiness Management System (TRMS). TRMS facilitates data base record keeping aboard ship and attendant training readiness reporting. Operator manuals provide detailed information for system implementation and operation. Some capabilities of TRMS are:

- (1) A 12-digit exercise code field.
- (2) Speed search of exercise codes.
- (3) Automatic dual reporting of related line items.
- (4) Direct readout of the effect of "caps" on mission area readiness.
- (5) A "reconcile differences" option in the ship software base, which allows for periodic updates from TYCOM.
- (6) Production of a formatted TRNGREP message.

b. TRNGREP - Training Report, is a message report of completion of training exercises and other reportable readiness evolutions and inspections. This message updates the readiness database within the Readiness Module of TRMS.

4204. **Training M-Ratings.** A satisfactorily completed exercise reported by TRNGREP is reflected as M1, with the effective date being the date the evolution was completed. TRMS will automatically downgrade the exercise sequentially to M2, M3 and M4 by the specific schedule set for that exercise in Appendix A. Using the calculation described in Article 4303.b, TRMS will generate a training readiness rating for each mission area based on overall exercise status in that area.

4205. **Initial Work-up.** A ship completing overhaul or a major maintenance availability of six months or longer, or a newly commissioned ship will normally have all of the training syllabus to complete, i.e. all required exercises will be reflected as M4 in TRMS. Ships are encouraged to report training that is accomplished during overhaul by TRNGREP. However, individual mission area M-ratings will be reported as M5 and CRTNG will be reported as C5 in SORTS until completion of overhaul. As exercises and other evolutions are successfully completed and reported by TRNGREP, their M-rating will go to M1 and will remain at M1 until the "clock" expires or until specifically changed. The result of incrementally completing the syllabus is a steady rise in M-ratings until M1 in each mission area is achieved.

4206. **Equivalencies**. Many unit operations, though not explicitly and formally structured for syllabus training, provide the same or similar training opportunities as the regular syllabus exercise requirements. The use of organic training devices such as BFTT and others provide excellent opportunities to satisfy training requirements without utilizing scarce off-ship resources. Additionally, a ship progressing through the training work-up of the tailored syllabus may consider that a required evolution need not be conducted because the skills normally acquired during that training evolution have already been satisfactorily demonstrated in some other portion of the training. FXP exercise descriptions are general in nature and not tailored to specific ship classes. An equivalency may be granted when the objective of the exercise is essentially fulfilled even if some element of the exercise is not accomplished or is beyond an individual unit's capability. Authority to grant equivalencies is vested in the ISIC and applies to all exercises except actual weapon firings (except as noted in subparagraphs (d) and (e) of this article). The following considerations apply to requests for granting of equivalencies:

a. Certain evolutions such as team trainers and off ship training assessment should be considered in the following context:

(1) Negligible personnel/key team member turnover since last completion of the evolution.

(2) Recent unit operations have exercised a specific warfare mission area/team skill such that the trainer is not considered necessary.

(3) Operational commitments may also preclude use of a specific team trainer but use of outside training assistance (e.g., ATG observers, ISIC staff, etc.) for on board reinforcement of team skills is sufficient to satisfy the exercise objective.

b. Appendix C contains detailed guidance on pre-approved equivalencies for shore-based/on board/embedded trainers and selected training vans.

c. Upon ISIC approval, the ship will report the evolution as an unscored equivalent by TRNGREP. Although claiming equivalencies can benefit the unit by acknowledging training benefits received not in an operational environment, equivalencies should be used cautiously and, when approved and reported, should be based on a deliberate evaluation that the training exercise in question is adequately represented by the equivalency and that the objectives of the exercise were essentially met.

d. Equivalencies for AW-11A/11C/27-SF may be obtained for Combat System Ship Qualification Trials (CSSQT) (also known as Post Delivery Test and Trials (PDT&T), and Post ROH Test and Trial (PRT&T), Developmental Test (DT) and Operational Test (OT) firings under the following conditions:

(1) Equivalency request, with ISIC endorsement, is received by TYCOM with sufficient advance notification to allow training and technical communities adequate preparation time to script scenarios that accommodate both test and training objectives.

(2) Tactically oriented training is provided to the crew for the firing.

(3) CSSQT/DT/OT missile firings are not solely a combat systems equipment certification or engineering test and are not beyond expected system performance.

(4) Applicable target and profile described for the exercise for which equivalency is requested are flown during the firing presentation.

(5) No safety violations occur in conducting any portion of the missile firing.

4207. **Additional Guidelines**

a. All exercises conducted under the cognizance of the ATG will be reported per the sample TRNGREP provided in Article 4304.

b. **Capping**

(1) The computation of the mission area readiness factor is based solely on satisfactory completion of a percentage of a unit's mission area exercise syllabus. All exercises/evolutions in the syllabus are weighted equally. Due to this structuring, overall percentages often do not give a true indication of actual combat readiness. Therefore certain critical standards have been selected so that a degraded readiness will be indicated unless proficiency in these selected events is demonstrated. Failure to conduct one of these events will override the normal C/M-rating computation process. These overrides act as a "cap" on the SORTS reported training resource element regardless of the numerical rating indicated in a unit's TRMS database. The TRMS program will automatically impose these CAPS if required criteria are not satisfied. Appendix B contains TYCOM guidance on training resource rating "caps" to be applied when units have deficiencies in certain mission area requirements.

(2) Reference (a) states that, "the failure of a major inspection...will result in an initial status category of 4 for appropriate mission area, and an initial category of 4 in the training and/or equipment resource area as appropriate." The ISIC should ensure that the readiness reflected for a particular primary mission area is consistent with the ship's performance in related inspections/evolutions. Appendix B contains TYCOM guidance as to training resource rating "caps" to be applied when units have indicated deficiencies in certain critical evolutions.

c. **Reconciliation Data Base Validation**. Periodic comparison of exercise requirements contained in the ship's Reconciliation Databases (RDB's) with the exercise requirements contained in Appendix A of this manual is necessary to ensure accuracy in training readiness reporting. Prior to CART II, all ships will conduct an audit of their database with the SURFORTRAMAN and submit a Feedback Report in accordance with Article 1402 to correct database errors.



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SECTION 3

TRAINING READINESS REPORTING SYSTEM

- Ref: (a) NWP 1-03.3 (Status of Resources and Training System (SORTS))  
(b) COMNAVSURFPACINST 3501.2G/ COMNAVSURFLANTINST 3500.7E (SORTS Readiness Reporting)

4301. **General.** References (a) and (b) provide the basic guidance for submission of Part I and Part II SORTS data. This section describes the Type Commander's training readiness reporting system, and provides guidance on the preparation and submission of reports of training exercise and inspection completion. Ultimately, training readiness C/M-ratings reported by SORTS are determined by Training Report (TRNGREP) messages submitted by individual units and compiled in TRMS.

4302. **TYCOM Readiness Management System (TRMS).** The Readiness Module of TRMS supports the Type Commander by providing up-to-date statistical training readiness and other data used at the headquarters daily.

a. TRMS provides an on-line automated system for processing information essential to unit training readiness management. The database in the Readiness Module is comprised of individual unit exercise requirements from Appendix A, "cap" items from Appendix B, as well as other training evolution, certification, and inspection information. The database is updated by submission of unit TRNGREPs. TRMS uses the TRNGREP data to convert exercise completions into exercise M-ratings and to calculate mission area training readiness M-ratings based on the overall mission area exercise completion status.

b. The more frequently a unit submits TRNGREP updates, the more accurate the database for readiness assessment purposes. Commanding officers must ensure the timeliness of training readiness reporting. TRNGREPs should be submitted as significant changes occur, but at least monthly.

4303. **Mission Area M-Ratings.**

a. **Description and Use**

(1) The training exercises listed in Appendix A degrade over time as described below. The time-phased degradation from M-1 to M-4 is indicated for each exercise both in Appendix A and in the Exercise Criteria Catalog from TRMS. The following example illustrates the automatic actions of the "clock" in the TRMS Readiness Module for the repetitive iteration of an exercise if not reset by follow-on completion of the exercise:

MOB-S-10-SF (6,12,18) - M-1 upon TRNGREP entry in TRMS;  
degrades to M-2 after 6 months;  
degrades to M-3 after 12 months;  
degrades to M-4 after 18 months.

A report of satisfactory completion of the exercise at any time subsequent to its initial completion will reestablish M-1 status for that exercise.

(2) In addition to the normal resets discussed above, an unsatisfactory repetition of an exercise that indicates the required proficiency has been lost, should be the basis to reset an exercise to M-4.

(3) A table of TYCOM pre-approved exercise equivalencies is contained in Appendix C to allow units to take credit for exercises using shore, pierside, or on board training devices. Additional guidance on exercise equivalencies is contained in Article 4206.

b. Calculation. In the calculation of the mission area resource training readiness factor, only satisfactorily accomplished exercises are considered. The following equation is used to compute each mission area training readiness factor, where M = Mission Area Training Readiness Factor and Nr = the total number of exercises in each readiness category:

$$M = \frac{4A + 3B + 2C}{4(A + B + C + D)}$$

Where A = Nr of exercises M-1,  
B = Nr of exercises M-2,  
C = Nr of exercises M-3,  
and D = Nr of exercises M-4.

#### E X A M P L E

TOTAL  
If Nr of exercises M-1 = 40  
Nr of exercises M-2 = 4  
Nr of exercises M-3 = 3  
Nr of exercises M-4 = 15, then:

$$M = \frac{4(40) + 3(4) + 2(3)}{4(40 + 4 + 3 + 15)} = 0.718$$

(1) The mission area training readiness rating is determined by comparing the computed mission area training readiness factor with the following OPNAV-directed M-rating criteria:

M-1 = 1.000 - 0.850  
M-2 = 0.849 - 0.700  
M-3 = 0.699 - 0.550  
M-4 = 0.549 and below

Therefore, in the above example where the computed mission area training readiness factor equaled 0.718, the unit would report a mission area training readiness rating of M-2.

#### 4304. Training Report (TRNGREP)

##### a. Reporting Procedures

(1) The TRNGREP is a message report of the completion of training exercises as well as other reportable readiness evolutions. Submit TRNGREPs immediately upon completion of at-sea training periods, significant exercises and inspections, and other reportable evolutions. The requirement for prompt reporting is especially important during the immediate post-overhaul workup and predeployment periods. As a minimum, submit reports monthly to reach the Type Commander by the fifth day of the following month. TRNGREPs should be sent INFO to the ship's ISIC.

(2) TRNGREP data are considered operationally significant and will continue to be submitted by message during MINIMIZE. The GENADMIN format is not recognized by TRMS and will not be used for TRNGREPs.

(3) If TRNGREP results in changes to mission area M-Rates (i.e. M2 to M3) in a PRMAR, a SORTS report reflecting the change in training status should be submitted coincident with TRNGREP submission.

- (4) The following is a detailed description of the TRNGREP format:

E X A M P L E

FM (Submitting Command)  
TO COMNAVSURFLANT NORFOLK VA//N7// or,  
COMNAVSURFPAC SAN DIEGO CA//N7//  
INFO ISIC  
AFLOATRAGRULANT CSTG NORFOLK VA (Note 1)  
C O N F I D E N T I A L //N03501//  
TRNGREP (Note 2) AS OF 010001Z JAN 02  
(Hull Number) (Ship Name/UIC) (Note 3)  
A B C D E F  
N61105000011/950120/2/NONE/A/ASW-1-SF  
N64145000051/950120/2/0985/A/MOB-N-5-SF  
REMARKS: (Note 4)  
DECL/(Six yrs from date of origination)//

**Notes:**

A. Exercise Code. TRMS twelve-digit code listed in Exercise Criteria Catalog and unit's TRA. Code breakdown of N61102000011 is as follows:

N 6 110 5 00001 1  
A B C D E F  
A. FIRST NUMBER/DIGIT. . . . .N=NAVY  
B. SECOND DIGIT. . . . . 6=SURFACE, 5=SHORE BASED  
C. THIRD-FIFTH. . . . .PMA CODE  
D. SIXTH. . . . .TRAINING PHASE  
E. SEVENTH-ELEVENTH . . . . EXERCISE NUMBER  
F. TWELFTH. . . . .COMM TYPE (AIR/SURFACE)

B. Date Completed. Format is numeric YYMMDD.

C. Evaluation Method

0 = Observed Exercise  
2 = Self-observed Exercise  
4 = Equivalent  
6 = SELRES  
8 = Reset

D. Score/Hours/Percent. Furthest right position is tenths position when reporting a score or percent. If none, use "NONE." (Note 5)

E. Action Code

A = Add  
D = Delete  
R = Reset (Note 6)

F. Exercise Identification. Use applicable titles from the unit's TRA. (Note 7)

**NOTES:**

1. NAVSURFLANT CG/DD/DDG/FFG also include AFLOATRAGRULANT CSTG NORFOLK VA as an info addree.
2. Insert three digit unit serial number for sequential tracking of reports (001-999). Next report after 999 is 001; serial numbers are not calendar dependent.
3. Same as Organization Identification Line of SORTS report (NAME/UIC).
4. The Remarks section is used to collect unique information of interest to TYCOM, GRUCOM, and/or ISIC if not otherwise reported by exercise code. For amplifying information, see Article 4305.
5. To report a score of 95.3%, write 0953; for 100%, write 1000;
6. "A" (addition) is used to report all completions. "D" (deletion) is used to remove the entire entry when an erroneous completion date has been submitted. To change an evaluation method and/or score of a

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previously reported item, use an addition code, and update as required. "R" (reset) is used to reset exercises from M-1 to M-4 as a result of CART II.

7. Cite the appropriate FXP exercise designation (e.g., "MOB-D-9-SF" vice "MAIN SPACE FIRE"). For an evolution without an FXP designation, use course number if applicable or appropriate narrative wording otherwise (e.g., "J-210-0513", or "DIESEL ENGINE INSPECTION"). Use of this field is mandatory.

b. Message Format Requirements. TRNGREPs can be automatically generated by the TRMS software. Errors are usually caused by ignoring error messages in TRMS or by manually editing the message after it is generated by the software. Errors will in most cases cause the message to be placed in the suspense file rather than the unit file. Manual processing is then required to correct the error for the message to be entered into the unit file. Some errors may even require retransmission of the entire message to enable a database update. Common errors are:

(1) Not completing all elements in the exercise line, (i.e. exercise code, date completed, evaluation method, score, action code, and exercise identification).

(2) Reporting exercise completion dates which are later than the date-time-group of the TRNGREP.

(3) UNCLAS vice CONFIDENTIAL classification.

(4) Incorrect UIC or omitting the leading letter N.

(5) Using GENADMIN format.

c. Reporting Exercises Completed Through Simulation: Per Appendix C to this manual, many exercise requirements can be completed through the use of onboard training/scenario generation devices. The TYCOM has a need to track the use of simulation in SURFOR. Exercise requirements completed through simulation must be reported via TRNGREP as an EQUIVALENT using the following procedure:

(1) Open TRAREP Module.

(2) Select Exercise Maintenance button.

(3) Select "Update" icon.

(4) Within "Add exercise data to message" dialog box locate the "Score" field.

(5) Select drop down menu choice "SATT." Note: only exercises meeting satisfactory completion criteria should be updated.

(6) Within "Add exercise data to message" dialog box:

(a) Locate the "Evaluation Method" field. and select drop down menu choice "EQUIVALENT."

(b) Locate the "Completion Date" field. Format: MM/DD/YYYY (use right click for calendar input assist) to finish updating the exercise.

4305. Type Commander TRNGREP Information. The TRNGREP is also used to collect unique information of interest to the Type Commander, the group commander, and/or ISIC on both a regular and a one time only basis. Information of this type will be reported in the Remarks section of the TRNGREP message if no TYCOM exercise code is assigned. Only the TYCOM will assign exercise codes. All applicable units will report the following TYCOM-formatted special interest items.

- a. Sonar Contact Time

(1) The objective of the Sonar Contact Time requirement is to set fleet goals that will maintain Sonar Operator and USW Team proficiency in active and passive detection, classification, and tracking of USW contacts. Sonar Contact Time is defined as any sustained USW pursuit/prosecution on a known or suspected submarine contact, whether live or synthetic.

(2) USW capable ships will report contact time monthly in the TRNGREP. M-rating for contact time is based on the total number of hours accumulated over the past three months. Contact time reporting is treated similarly to exercise reporting. Each requirement will have an M-1 through M-4 status according to the following guidelines:

<b>Contact Time*</b> *Cumulative hours over last 3 months	<b>M1</b>	<b>M2</b>	<b>M3</b>	<b>M4</b>
Active Sensors	> 25	<25 to 21	<21 to 17	<17
Passive Sensors	> 25	<25 to 21	<21 to 17	<17
Live Target	>5	<5 to 4	<4 to 3	<3

**Figure 5.2.1 Sonar Contact Time**

(3) Active and Passive Contact Time may be reported for all live underwater contacts, simulated contacts, and targets of opportunity. Advances in shore-based training, shipboard target generation, and environmental modeling allow for quality operator and team training input. However, maximum use of maneuverable targets in a live environment is encouraged. Active and Passive Contact Time may be obtained from the following sources:

- (a) Live underwater contacts
- (b) Shipboard simulators/target generators (OBT/IOBT, T-5/T-6, SQS-56 TGT)
- (c) Shore-based trainers (OBT-TCD, 14A12, 14A35, 20B5, IVDS/ICW, etc)
- (d) Acoustic analysis trainers (APTS, SOLO, PADS, etc)
- (e) Surface ships

(4) Live Target Contact Time is reported for live underwater contacts only. Ships with no Live Target Contact Time in 3 months will be capped at M-2 in USW. The following are consider live targets:

- (a) Submarines
- (b) MK 30 ASW Targets
- (c) MK 39 Expendable Mobile ASW Training Targets (EMATT)
- (d) Unmanned Underwater Vehicles (UUV)
- (e) Torpedoes
- (f) Mines/Mine-like Objects.

(5) Exercise Line Format. The exercise codes in the training data for sonar contact time will be used to report contact hours accumulated during the month.

(a) Example: On March 31, 1998, a ship accumulated 8.5 hours of Active Contact Time for the month of March. The TRNGREP line item reads as follows (per STM Article 4304):

TRMS DATA CODE/980331/0/0085/A/CONTACT TIME ACTIVE

**b. Acoustic Analysis Contact Time**

(1) All USW capable ships will report Acoustic Analysis Contact Time. The minimum requirement to maintain acoustic analysis proficiency is twenty (20) hours per month for each analyst assigned. Acoustic Analysis Contact Time is calculated by dividing the total divisional man-hours accumulated from analyst training during the month, by the total number of analyst assigned.

<b>Contact Time*</b> *Cumulative hours over last 3 months	<b>M1</b>	<b>M2</b>	<b>M3</b>	<b>M4</b>
Acoustic Analysis	>60	<60 to 50	<50 to 40	<40

**Figure 4.2.2 Acoustic Analysis Time**

(2) Acoustic Analysis Training will be administered and monitored by the ASW Specialist (NEC 0417). Training will be recorded in the Divisional Training Records or training database. Training time may be acquired as follows:

(a) Using shipboard ONI/NAVSTAD/DARTS tapes, SSAAC Site training devices, and computer based simulators (APTS, PADS, etc)

(b) Intelligence/publication reviews

(c) Training conducted on underwater acoustics, oceanography, data collection, and other principals and fundamentals of USW operations as outlined in the SSAAPP instruction.

(3) Exercise Line Format. The exercise codes in the training data for acoustic analysis training time will be used to report training hours accumulated during the month.

(a) Example: On March 31, 1998, a ship accumulated 355 man-hours of Acoustic Analyst training for the month of March. If 16 Acoustic Analyst are assigned, the ship would report 22.2 hours of Acoustic Analysis Contact Time. The TRNGREP line item reads as follows (per STM Article 4304):

TRMS DATA CODE/980331/0/0222/A/CONTACT TIME ANALYSIS

**c. Degaussing.**

(1) Ships will report during all training phases satisfactory or unsatisfactory degaussing ranging. Report satisfactory completion of an entire reciprocal run package (i.e. N-S run followed by S-N run equals one package completion). For satisfactory runs, report "SATT" in the SCORE column; for an unsatisfactory run in either direction, report "USAT" in the SCORE column.

(2) Sample: TRMS DATA CODE/910513/0/SATT/A/Degaussing Check Range Steel Hull

SECTION 4

TRAINING REPORTS SUMMARY

4401. **ISIC Reports**

<u>Report/Reference</u>	<u>Description</u>
a. Award Nominations. Ch5, Sec1	ISIC will submit nominations following each competitive cycle for Battle "E" and Command Excellence awards using format of Figure 5-1-1.
b. AW MISSELX POSTEX Appendix A, Intro.	ISIC will report compliance with MISSILEX criteria and recommend exercise credit.
c. CART II Completion	ISIC will report completion of CART II within one week per Article 2202.c.(6) and 2207.c.
d. FEP Completion	ISIC will report completion of FEP within one week per Article 2204.e and 2207.d. Report includes POAM for outstanding discrepancies and monthly follow-up reports until discrepancies are corrected.
e. Expected Certification Expiration	Per Article 2404, ISIC will report any anticipated expiration of certification within 90 days when no clear path to recertification exists.
f. Restricted Operations	Per Article 2405, ISIC will report placing ship in restricted operations status if any MOB certification expires.

4402. **Unit Reports**

<u>Report/Reference</u>	<u>Description</u>
a. Training Report (TRNGREP). SURFTRAMAN Ch4, Sec3	1. Message report of completion of training exercises as well as other reportable readiness evolutions, and TYCOM interest data. 2. Exercises completed in overhaul should be reported in the first TRNGREP submitted upon completion of overhaul. 3. As a minimum, TRNGREPs will be submitted monthly to reach TYCOM NLT last day of the month.
b. CART I Report Article 2202 and Tab A to Chapter 2 Section 2.	Message report to TYCOM and ISIC reporting results of CART I.
c. Pre-CART II Readiness Report See Article 2205.b.	Message report to ISIC, INFO ATG, describing ship's readiness to commence CART II, with emphasis on those items "starred" in the certification Tabs of Chapter 2, Section 4. No particular format is directed.

4403. **Other Training Reports**



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<u>Report/Reference</u>	<u>Description</u>
a. SURFTRAMAN Feedback Report. SURFTRAMAN Ch1, Sec4	Any unit in chain of command, as well as any activity included on distribution either as service provider or supporting activity, may initiate query about any aspect of the Surface Force Training Program or make recommendation for its improvement.
b. ITC Quarterly Summary SURFORTRAMAN Ch2, Sec3, Tab A, para 2.e.	ITC will forward summary report to TYCOM of inport training conducted.

CHAPTER 5

UNIT COMPETITIONS

SECTION 1

BATTLE EFFICIENCY AND COMMAND EXCELLENCE AWARDS

- Ref: (a) CINCLANTFLTINST 3590.11G/CINCPACFLTINST 3590.4H (Battle Efficiency Competition, Trophies and Awards)  
(b) OPNAVINST C3501.2J (Naval Warfare Mission Areas and Required Operational Capability/Projected Operational Environment (ROC/POE) Statements)  
(c) OPNAVINST 5102.1C (Mishap Investigations and Reporting)  
(d) COMNAVSURFORINST 3540.2 (Engineering Readiness Process)  
(e) OPNAVINST 5090.1B (Environmental and Natural Resources Program Manual)  
(f) COMNAVSURFLANT/COMNAVSURFPACINST 5040.4J (Supply Management Inspection Program)  
(g) OPNAVINST 3590.24C (CNO Surface Ships Safety Awards Program)  
(h) OPNAVINST 5100.19D

5101. **Introduction.** The Battle Efficiency Award recognizes sustained superior performance in an operational environment.

a. Eligibility for this award demands day-to-day demonstrated excellence in addition to superior achievement during certifications and qualifications conducted throughout the competitive period. Qualification for the Battle Efficiency Award is governed by the general rules in reference (a). The ISIC has the responsibility to select the Battle "E" winner from among the ships in a squadron or group. The ISIC may recommend waivers of the specific requirements listed in Article 5102, including justification for those waivers in the selection package to the Type Commander. However, since the Battle Efficiency Award is a competitive award that recognizes the best ship in an organization, waiver requests should be limited to very unusual circumstances. At every step of the process, it should be recognized that the Battle Efficiency Award is not a qualification award or an award for mere excellence, but an award for being the best ship in the organization. Advantages accrue to the ship and the ship's company of the ship selected for this prestigious award. It is therefore of the utmost importance that the award be based to the greatest extent possible on criteria that are widely understood and measurable and that, to the greatest extent possible, the award is not based on subjective choices.

b. From time to time, award criteria may be modified in mid-cycle to reflect some emergent issue that should be recognized in the award process. When this occurs, the new criteria will be effective from time of promulgation and ships that may have completed some portion of the award requirements under the superceded criteria will not be penalized for not meeting the new requirements.

5102. **Minimum Qualifications for Battle Efficiency Award.** The ISIC shall use demonstrated sustained superior performance and operational proficiency as the primary considerations in selecting a ship for the Battle Efficiency Award. The ship that consistently performs well across the board will typically be competitive for the award of the Battle "E". With this in mind, ISICs should consider the entire range of a ship's operations, both inport and underway, in selecting a Battle "E" winner. The ISIC shall consider the following guidelines as minimum criteria for Battle "E" eligibility:

a. Must be a commissioned ship for 50% or more of the award cycle. Newly commissioned ships will not be eligible to compete for the Battle Efficiency Award or Command Excellence Awards until they have completed all predeployment certifications and inspections.

b. A ship's failure to earn a minimum of three of the five command excellence awards. Commencing with the CY04 Award Cycle, a ship must earn four of the five command excellence awards.

c. A unit's failure to demonstrate the ability and readiness to effectively perform its primary missions in an operational environment shall be disqualifying for that cycle.

d. Failure or poor performance (failure to meet applicable certification criteria) in a major qualification, inspection, assessment or certification will be disqualifying for both the Battle Efficiency Award and the associated Command Excellence Awards. These are the Underway Demonstration, Cruise Missile Tactical Qualification, Communications Readiness Certification, Supply Management Inspection and the Force Maintenance and Material Management Assessment and occur only once per employment cycle or approximately every two years. In the case of a ship that fails to meet minimum standards in a particular command excellence award during the competitive cycle, that ship may, in order to avoid ineligibility in the subsequent cycle, request reassessment of the problem area by competent authority during the subsequent cycle. A reassessment is dependent upon both the availability of the ship and the appropriate assessment team. ISICs will take such reassessments into consideration.

e. Maintain currency in all qualifications and certifications, including the applicable Basic Phase Certifications listed in Figure 2-4-2.

f. A satisfactory Force Maintenance and Material Management (3M) Assessment must be conducted once per IDTC, not to exceed 24 months, commencing 1 November 2001, the month COMFLTFORCOM reinstated the 3M Assessments. Specific award eligibility requirements associated with the 3M certification process include:

(1) Failure to obtain 3M certification will preclude the ship from Battle 'E' eligibility during that competitive award year. However, the ship may request a new assessment, and if minimum certification requirements are met the ship will be Battle 'E' eligible for the following award year.

(2) During the assessment, if the entire ship is assessed as having completed less than 80% of the required situational ("R") checks, the ship will be precluded from Battle 'E' eligibility.

g. Have demonstrated a high level of safety awareness in all phases of shipboard operations. Class A mishaps caused by the ship's negligence will normally be disqualifying for the Battle "E" and associated Command Excellence Awards. Accidents or safety incidents of a less serious nature will be evaluated on a case by case basis by the ISIC and may result in disqualification for one or more awards.

5103. **Command Excellence Awards.** All eligible ships meeting the required standards may be selected for the applicable command excellence award. ISICs should consider the quality and intensity of ships' operations and material readiness in selecting awardees. Performance in primary mission areas during intermediate/advance training and while deployed will be carefully considered as well. Unless otherwise indicated, scored exercises or events shall not be rescheduled solely in order to qualify for an award. In the case of an exercise being repeated, the score of the first instance shall apply. The ISIC may recommend waivers of the specific requirements listed in Articles 5104 through 5108, including justification for those waivers in the selection package to the Type Commander; however, as in the case of the Battle Efficiency Award, waiver requests should only be requested in unusual circumstances. Newly commissioned ships will not be able to compete for a Command Excellence Award until they have completed all predeployment certifications and inspections related to that award. The five command excellence award descriptions follow in para 5104 to 5108.

5104. **Maritime Warfare (Power Projection/Sea Control) Excellence Award**

a. The objective is to recognize sustained superior performance and readiness to conduct a ship's prescribed primary military missions as defined in reference (b).

b. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

(1) Live Weapon Firing Exercises.

(a) Any missile firing failure not related to ordnance or target failure will disqualify a unit for this award.

(b) Modifications to required exercise target profiles, target characteristics, numbers of rounds expended, engagement envelopes or type ordnance expended are not authorized except as approved by TYCOM. Failure to obtain prior TYCOM authorization for an exercise modification may result in award disqualification.

(c) Missile and torpedo live firings shall be conducted so as to maintain exercise currency at M-2 level or above.

(d) Ships with a TYCOM directed reduced training package will not be penalized in award competition because the full range of normally required exercises, including live fire events, has not been included.

(2) The Cruise Missile Tactical Qualification must remain in periodicity throughout the award cycle.

(3) NSFS qualification must remain current for the ship's position in the inter-deployment training cycle and must have been completed with a numerical grade of 95% or above.

(4) Aviation Certification and Aviation Readiness Evaluation must be current for the ship's position in the inter-deployment cycle.

(5) If the Final Evaluation Problem (FEP) is conducted during the cycle, it must be satisfactorily completed, i.e., the ship is evaluated by the ISIC as ready to proceed to intermediate /advanced phase training.

(6) For LHA, and LHD ships, the ship must demonstrate the capability to effectively support the airwing when embarked.

(7) Combat Logistics Force ships must have satisfactorily completed the last scheduled UNREP Ship Qualification Trial (SQTs).

(8) Reportable explosive mishaps per reference (c) will normally disqualify ships from award considerations. Inadvertent discharge of small arms is a reportable explosive mishap per reference (c). Waivers will be reviewed in view of the severity of the mishap, but will not be granted for the negligent firing or handling of small arms or crew served weapons to include pistols, rifles, shotguns, machine guns and hand grenades.

(9) Failure to obtain a passing score on the ATG observed/graded AW-11C-SF, as applicable.

c. If the Force Maintenance and Material Management (3M) Assessment was conducted during the award cycle, the Combat Systems Department must have been assessed as having completed at least 80% of the required situational ("R") checks.

**5105. Engineering/Survivability Excellence Award**

a. The objective is to recognize sustained superior performance in shipboard evolutions relating to main propulsion and damage control. Engineering performance while deployed or during conduct of major exercises/operations shall be a significant factor in this award.

b. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

(1) Engineering Certification must be successfully completed in accordance with criteria outlined in reference (d).

(a) For CY03, to be eligible for the award, the ship's operations adjective grade at the Underway Demonstration (UD) must be "Average," "Above Average" or "Outstanding." If the ship achieves a "Below Average" operations adjective grade at the IA and is otherwise not required to conduct a UD, the ship has the option of conducting a subsequent UD to improve its grade and attempt award eligibility.

(b) For CY04 and beyond, if the ship achieves an operations adjective grade at the IA, a grade of "Average" or higher will suffice for award eligibility; however, if a UD is required, a minimum grade of "Above Average" will be required. If the ship's adjective grade at IA is "Below Average" the ship will still have the option of conducting a subsequent UD to improve its grade and attempt award eligibility.

(c) As discussed in Article 5102, if a ship fails to achieve award eligibility in one award cycle, in order to avoid being penalized in the subsequent cycle, the ship may request to repeat the UD during the following year, where the required grade will be "Above Average" to gain award eligibility.

(2) Any reportable spill, as defined by reference (e), of oil or other pollutant due to supervisory failure or personnel negligence will be disqualifying for this award.

(3) Satisfactory performance must be demonstrated in the total ship survivability exercise or major conflagration exercise conducted during the basic phase certifications.

(4) Material self-assessment and self-sufficiency, including contributions to BFIMA/ARGIMA, will be taken into account.

c. For CY03, no more than four administrative programs may be assessed as "not effective" at IA. In CY04 and beyond, no more than three administrative programs may be assessed as "not effective" at IA.

d. If the Force Maintenance and Material Management (3M) Assessment was conducted during the award cycle, the Engineering Department must have been assessed as having completed at least 80% of the required situational ("R") checks.

**5106. Command, Control, Communications and Information Warfare Excellence Award.**

a. The objective is to recognize sustained superior performance in shipboard operations relating to matters of command, control and communications, intelligence, electronic warfare, cryptologic employment, navigation, and seamanship. The ability to communicate effectively in an operational environment is important, and should receive significant consideration by the ISIC.

b. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

(1) EKMS Inspection must be graded "Satisfactory" and be within periodicity during the entire competitive cycle.

(2) No loss of EKMS material, loss of EKMS accountability or EKMS/COMSEC incident which is determined to result in a compromise or in which compromise cannot be ruled out. This includes classified computer systems and materials.

(3) Satisfactory completion of the Communications Readiness Certification (CRC) is required during the competitive cycle or the previous calendar year. The CRC consists of the Communications Readiness Assessment (CRA), CCC-19-SF, and EKMS Inspection. If desired, a ship may conduct another CRC or Comprehensive Communications Assessment (CCC-19-SF) during the follow on Battle "E" cycle. A minimum score of 85% is required on the CCC-19-SF to maintain eligibility for the award.

- (4) Any security violation evaluated by the ISIC to be serious in nature shall result in disqualification.
- (5) No grounding or collision attributable to deficiencies in the ship's performance.
- (6) An inadvertent/accidental decoy firing, a preventable decoy handling incident, or a reportable decoy mishap as adjudicated by the ISIC will disqualify a ship from award consideration.
- (7) Lapse in Search and Rescue (SAR) Certification due to poor planning or preparation for or performance in the SAR evaluation.
- (8) AN/SLQ-32 - SESEF Range testing must be maintained in periodicity in accordance with PMS throughout the cycle.
- (9) EW Expendable Decoy live firings shall be conducted so as to maintain exercise currency at M-2 level or above.
- (10) Satisfactory completion of the EW Assessment Exam (C2W-14-SF) facilitated by the Afloat Training Group (ATG) is required during the competitive cycle or the previous calendar year. The ship/ISIC is responsible for scheduling the EW Assessment exam. A ship can take the exam a maximum of three times during the cycle to achieve the minimum score of 80%. All personnel assigned to stand EW Watches at Condition 3 or higher must take the exam.
- (11) Satisfactory completion of the Cryptologic Assessment Exam facilitated by the Afloat Training Group (ATG) is required during the competitive cycle or the previous calendar year. The assessment exams consist of separate sections for ship's company CTA, CTM, CTO, CTT and CTR personnel. A minimum shipboard CT average on the Cryptologic Assessment of 85% is required. All assigned CT personnel are required to participate in the testing.<sup>1</sup>
- (12) Maintain overall Intelligence exercise currency at M-2 level.<sup>2</sup>
- c. If the Force Maintenance and Material Management (3M) Assessment was conducted during the award cycle, the Operations Department (Deck Department for Amphibious and both Deck and Operations Departments for CLF ships) must have been assessed as having completed at least 80% of the required situational ("R") checks.

**5107. Supply Management Excellence Award**

- a. The objective is to recognize excellence in management of material, financial, and personnel resources.
- b. Failure to obtain/maintain the following minimum criteria, per reference (f), will preclude a ship from consideration for this award:
- (1) Stores Management: 90% or above. Carcass tracking charges, including DLR surveys cannot exceed 5% of DLR obligations during award period.
- (2) Food Service Management: 90% or above. There can be no excessive over issue (stores consumed exceeds the monetary allowance by 2% or greater) at the end of the fiscal year, upon disestablishment, or relief of the Food Service Officer.

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<sup>1</sup> Applies only to ships with permanent Cryptologic Personnel assigned.

<sup>2</sup> Due to complete replacement of INT exercises in CY03 and resultant artificial loss of M2 until new exercises are accomplished, this requirement will be instituted for the CY04 award cycle.

(3) Retail Operations Management: 90% or above. There can be no level 3 loss, defined as a loss of greater than 3% and/or more than \$3,000 during any reporting period in Retail Operations during the award period.

(4) Disbursing Management: There must be a "Satisfactory" grade in the disbursing inspection if conducted during the award period with no loss of funds.

(5) Post Office Management: There must be a passing grade (90%) in the Postal Inspection with no loss of accountability.

(6) Any loss of accountability during a competitive cycle due to poor management practices or failure to follow established procedures will result in loss of eligibility.

c. Logistics performance during intermediate/advanced training and while deployed including performance as noted in the Continuous Monitoring Program (CMP) will be carefully considered as well. Consistently poor performance in the CMP or during the IDTC may result in loss of eligibility. Where appropriate, operational performance in such areas as MATCONOFF, BFIMA/ARGIMA, and Progressive Repair shall be considered.

d. If the Force Maintenance and Material Management (3M) Assessment was conducted during the award cycle, the Supply Department must have been assessed as having completed at least 80% of the required situational ("R") checks.

5108. **TYCOM Ship Safety Award.**

a. The objective is to recognize excellence in the maintenance and execution of afloat safety and occupational health-related programs and initiatives.

b. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

(1) Have a functioning Afloat Safety Program as defined by the 17 components listed in reference (g).

(2) A formal Navy Safety Center Survey conducted during the past three years.

(3) Safety Officer is a graduate of the Afloat Safety Officer Course.

(4) A formal shipwide safety standdown conducted during the competitive cycle.

(5) Shipboard occupational safety and health (NAVOSH) program in effect and operating, including a viable hazardous material/ hazardous waste program as described in reference (h).

(6) Timely submittal of mishap reports and lessons learned.

(7) Involved safety committee.

(8) No grades of "Not Effective" during any assessment conducted during the awards cycle in the areas of electrical safety, tag out program, heat stress, or hearing conservation.

(9) No unsatisfactory grade for ordnance handling during SESI, Harpoon Material Certification or Tomahawk Material Certification.

(10) Effective motor vehicle/motorcycle training program.

(11) Personal protective equipment program is in place with emphasis on EEBD, OBA and emergency egress training.

b. Selection for the TYCOMs' Safety Award is a prerequisite to nomination for the CNO Surface Ship Safety Award Program as described in reference (g) and Article 5209.

**5109. Period of Competition**

a. The Battle Efficiency and Command Excellence Awards are based on a 12-month calendar year cycle.

b. If a ship has been unable to operate for six or more consecutive months due to a major maintenance availability or if the ship has had no opportunity to demonstrate its ability and readiness to perform effectively its primary missions in an operational environment, the ship may request exemption from the ISIC for the Battle Efficiency Award or for one or more command excellence awards for that cycle. If that ship subsequently wins the Battle "E" or a command excellence award in the cycle immediately following exemption, consecutive award stripes earned before the exempt cycle will be retained. However, after the announcement of awards is made for a cycle in which the ship did not compete, she will not display previously earned awards in the categories for which she was exempt until and unless she earns those awards during the next competitive period.

**5110. Nomination Procedure**

a. No later than 1 November, ISIC provide TYCOM with the following information related to the C3I Warfare Award: date and grade of the most recent CMS/EKMS Inspection, CRC exercise results, list of any COMSEC incidents and the DTG of the DIRNSA message with final evaluation on possible compromise. If required events have not been conducted but are projected before the end of the competitive cycle, provide scheduled dates for those events.

b. 30 to 60 days before the end of the competitive cycle, TYCOM will solicit award inputs from Squadron and Group Commanders. The solicitation message will contain the number of Battle "E" awards that ISICs are authorized to award.

c. ISIC selection letters shall be received by the TYCOM no later than 31 January. Battle Efficiency and Command Excellence awards letter format will be in accordance with Figure 5-1-1. Group commander endorsement of squadron commander nomination packages is not required. Elaborate award packages are not desired.

d. Upon receipt of all selection letters and evaluation of waiver requests, the TYCOM will promulgate a message announcing the winners. The TYCOM retains ultimate awarding authority.

**5111. Display of Awards**

a. Period of Display. Battle "E" Awards are to be displayed from the time of announcement of the award until announcement of the next cycle's awards.

b. Battle Efficiency Plaques. The Battle "E" Award plaques are for permanent retention and display.

c. Display of Awards. Awards shall be displayed in accordance with Figure 5-1-2. The order of display of awards from forward to aft will be Battle "E", Maritime Warfare "E", Engineering/Survivability "E", Command and Control "E", Logistics Management "E" and TYCOM Ship Safety "E". FFG-7 class ships will display Command Excellence awards below the Battle "E" in recognition of the limited space available.

**AWARD**

**BATTLE "E" AWARD**

**METHOD OF DISPLAY**

Center of bridge bulwark, forward, port and starboard or in



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White formula 6 and black formula 48

general vicinity of painted campaign ribbons. (For FFG 7 class: Immediately below the sidelights.)

**MARITIME WARFARE EXCELLENCE**  
**AWARD BLACK "E"**

Black formula 48

Port and starboard side of bridge bulwark aft of the Battle "E".

**ENGINEERING/SURVIVABILITY**  
**EXCELLENCE AWARD RED "E"**

Red formula 40

Port and starboard side of bridge bulwark aft of the Battle "E".

**COMMAND & CONTROL EXCELLENCE**  
**AWARD GREEN "E"**

Green formula 39

Port and starboard side of bridge bulwark aft of the Battle "E".

**LOGISTICS MANAGEMENT**  
**EXCELLENCE AWARD BLUE "E"**

Blue formula 43

Port and starboard side of bridge bulwark aft of the Battle "E".

**TYCOM SHIP SAFETY AWARD**  
**YELLOW "E"**

Yellow formula 42

Port and starboard side of bridge bulwark aft of the Battle "E".

e. Consecutive Awards. Service stripes the same color as the related award color is added for additional awards earned in consecutive years. Instead of the letter and four service stripes for winning the award five consecutive times, in the case of the Battle "E", a gold "E" shall be displayed with a silver star above the "E". In the case of the command excellence awards, an "E" and a star of the same color will be shown for the fifth consecutive award, replacing the service stripes. Another star shall be added for each five successive annual awards.

f. Hull/Crew Exchanges. In cases where crews move from one ship to another; e.g., "Sea Swap" or FDNF ship exchanges, the general rule is that awards follow the crew and will be displayed in the ship that the crew is embarked. This will require additional attention to record keeping to track crew award status.

**SAMPLE BATTLE EFFICIENCY COMPETITION REPORT**

From: ISIC (Administrative Title)

To: Type Commander

Subj: SELECTIONS FOR BATTLE EFFICIENCY AND COMMAND EXCELLENCE AWARDS

Ref: (a) COMNAVSURFORINST 3502.1

1. In accordance with reference (a), the following ships assigned to (group/squadron) is/are selected for Battle Efficiency and command excellence awards for the competitive cycle ending \_\_\_\_\_.

2. The ships selected have demonstrated the highest level of excellence in their day-to-day performance throughout the competitive cycle and are certified to have satisfactorily met the guidelines set forth in reference (a) *(except as indicated below)*.

a. For the Battle Efficiency Award: USS \_\_\_\_\_.

b. For Maritime Warfare (Power Projection/Sea Control) Excellence: USS \_\_\_\_\_, USS \_\_\_\_\_, and USS \_\_\_\_\_. *(as required by number of awards)*

c. For Engineering/Survivability Excellence: USS \_\_\_\_\_, USS \_\_\_\_\_, and USS \_\_\_\_\_. *(as required by number of awards)*

d. For Command and Control Excellence: USS \_\_\_\_\_, USS \_\_\_\_\_, and USS \_\_\_\_\_. *(as required by number of awards)*

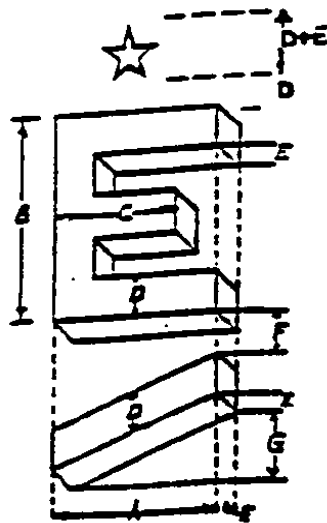
e. For Logistics Management Excellence: USS \_\_\_\_\_, USS \_\_\_\_\_, and USS \_\_\_\_\_. *(as required by number of awards)*

f. For TYCOM Ship Safety: USS \_\_\_\_\_, USS \_\_\_\_\_, and USS \_\_\_\_\_. *(as required by number of awards)*

3. *(If required)* The following waivers to award criteria are recommended:

\_\_\_\_\_  
(Signature)

**Figure 5-1-1**



BATTLE EFFICIENCY AWARDS

	A	B	C	D	E	F	G
AOE, AGF, CG, JCC, LCC, LHA, LHD, MCS, LPD, LSD	24	30	15	6	4	3	2
FFG, MCM, MHC, ARS	16	20	8	4	2.5	2	1.4
ALL OTHERS	20	25	10	5	3	2.5	1.6

COMMAND EXCELLENCE AWARDS

	A	B	C	D	E	F	G
AOE, AGF, CG, JCC, LCC, LHA, LHD, MCS, LPD, LSD	20	25	10	5	N/A	2.5	1.6
ALL OTHERS	12	15	6	3	N/A	1.5	1.2

Figure 5-1-2

SECTION 2

FLEET AWARDS AND TROPHIES

- Ref: (a) OPNAVINST 3590.11E (The Arleigh Burke Fleet Trophy/Marjorie Sterrett Battleship Award/USS Arizona Memorial Trophy)  
(b) CINCLANTFLTINST 3590.11G/CINCPACFLTINST 3590.4H (Battle Efficiency Competition, Trophies and Awards)  
(c) OPNAVINST 3590.16C (The James F. Chezek Memorial Gunnery Award)  
(d) OPNAVINST 3590.24C (CNO Surface Ships Safety Awards Program)  
(e) NAVSEA 59086-UD-STMQ00-CH631 (Preservation of Ships in Service)  
(f) OPNAVINST 1650.24B (CNO Aviation-Related Awards)  
(g) OPNAVINST 3590.18F (Annual Ship-Helicopter Safety Awards)  
(h) OPNAVINST 4100.7A (SECNAV Energy Conservation Awards Program)  
(i) OPNAVINST 5090.1B (Environmental and Natural Resources Program)  
(j) COMNAVSURFLANT/PACINST 6100.1B (Force Commander Annual Wellness Unit Award)  
(k) OPNAVINST 5305.8A (Admiral Stan Arthur Awards for Logistics Excellence)  
(l) COMNAVSURFPAC/COMNAVSURFLANTINST 1650.4A (CIWS Award)

5201. **General.** In addition to the Battle Efficiency and Command Excellence Awards, certain other awards related to readiness and training are presented to ships of the Naval Surface Forces. These awards are described in Articles 5102-5222.

5202. **Battenberg Cup Award.** (NAVSURFLANT only.) The Battenberg Cup is awarded by COMLANTFLT to the Atlantic Fleet Battle Efficiency Award winner ship or submarine, which has the greatest accumulation of crew achievements. (Winning the battle efficiency competition is a prerequisite.) Nominations shall not exceed two pages in length and should include substantiating rationale according to reference (a). ISICs shall provide nominations to the TYCOM no later than 15 February.

5203. **Spokane Trophy.** (NAVSURFPAC only.) The Spokane Trophy is awarded by COMPACFLT on a cycle basis to the surface combatant ship considered to be the most proficient in overall combat systems readiness and warfare operations. Because the award is to recognize demonstrated ability to fully conduct, on a sustained basis, simultaneous and coordinated AW, SUW and USW operations with all installed equipments, no check-off list of particular criteria is appropriate nor can a ship explicitly work for nomination for the award other than by routinely striving for the highest levels of combat systems training and material excellence. ISICs shall provide nominations to CNSP no later than 15 January. Nomination packages shall not exceed two pages in length. TYCOM will select strongest nomination package for follow-on forwarding to COMPACFLT.

5204. **The Arleigh Burke Fleet Trophy.** An annual award to the ship or aviation squadron that has achieved the greatest improvement during the competitive cycle. Winning the Battle Efficiency competition is not a prerequisite for nomination. ISICs shall provide nominations to their TYCOM no later than 15 January. Nomination packages shall not exceed two pages in length. A sample nomination letter is provided in Figure 5-2-1. A TYCOM nominee will be selected and nominated to COMLANTFLT/COMPACFLT by 10 February. Fleet commanders will award and present the trophy on behalf of CNO. The recipient keeps the trophy permanently.

5205. **The Marjorie Sterrett Battleship Fund Award.** An annual award assigned to a selected type command in both the Atlantic and Pacific Fleets. The award is in the form of a monetary contribution to the unit's recreation fund. References (a) and (b) pertain. Only ships nominated for the Battle Efficiency award will be considered eligible.

- a. The award currently rotates among TYCOMS according to the following schedule:

(1) COMNAVSURFLANT/PAC (AMW)	2003
------------------------------	------

(2) COMNAVAIRLANT/PAC	2004
(3) COMNAVSURFLANT/PAC (CLF)	2005
(4) COMSUBLANT/COMSUBPAC	2006
(5) COMNAVSURFLANT/PAC (CRUDES)	2007

b. In those years in which COMNAVSURFLANT and COMNAVSURFPAC are designated as the type commander to nominate a ship for this award, the respective nominees will be based on accomplishments to promote operational readiness and fitness of the ship. Nominations shall not exceed one page in length. ISICs shall provide nominations no later than 15 January. A TYCOM nominee will be selected and forwarded to COMLANTFLT/COMPACFLT by 10 February. CNO will announce the winner of the award, will certify to the trustee of the fund the names of the ships selected, and request available funds be equally distributed to the commanding officer of each winning ship through the cognizant Type Commander. Fleet commanders will present the award at an appropriate ceremony on behalf of CNO.

5206. **The USS Arizona Memorial Trophy.** The USS Arizona Memorial Trophy, established by reference (a), will be awarded to the ship having demonstrated the greatest combat readiness in strike warfare, surface fire support, and anti-surface warfare during a two-year competitive cycle ending 31 December of each even numbered year. Nominations shall not exceed two pages in length. ISICs shall provide nominations no later than 15 January. A TYCOM nominee will be selected and forwarded to COMLANTFLT/COMPACFLT by 10 February. CNO will select and announce the winner by message. Following the award announcement, CNO will advise the Chairperson of the USS Arizona Memorial Trophy committee by letter of the recipient of the award, along with pertinent selection criteria. The winner's ISIC will conduct an appropriate ceremony and presentation. The ISIC of each subsequent winner will contact the unit on which the award resides to arrange for transshipment. All recipients of this award will, in addition, receive a miniature facsimile award for permanent retention aboard.

5207. **The James F. Chezek Memorial Gunnery Award.** This award was established by reference (c) and is given at the end of each fiscal year to one ship of the Naval Surface Forces for excellence in naval gunfire support. The recipient of this award will alternate between COMNAVSURFPAC and COMNAVSURFLANT. COMNAVSURFPAC receives the award each odd-numbered fiscal year. The award will be presented to that ship which achieves the highest numerical grade average in those exercises required for NSFS qualification (AMW exercise series). The following criteria will govern the award selection process:

a. Only those exercises that are conducted at a range of 7500 yards or greater on a certified NSFS range, are graded by outside observers, and have a final exercise grade issued by TYCOM, will count toward this award.

b. When any entire FIREX is conducted for score more than once during the fiscal year, the highest score attained will be credited toward this award except where any firing during the year results in an overall unsatisfactory score and subsequent loss of NSFS qualification. Major safety violations that occur during any gun shoot (air, surface, or NSFS) during the award period may disqualify a ship from consideration.

c. In case of a tie between two or more ships during an award year, TYCOM will select a winner after receiving all available data on surface and anti-air gunnery exercises.

d. When a ship is selected for receipt of the award, the commanding officer will be notified by TYCOM and requested to provide a list of personnel to receive equal shares of the prize money. Upon receipt, TYCOM will forward the names of individuals with current address to the Assistant for Administration, Office of the Under Secretary of the Navy, Washington, DC so that award checks may be forwarded for presentation in a suitable manner.

5208. **Awards Sponsored by the Association of Old Crows (AOC).** Each year the AOC presents awards to dedicated individuals and units in recognition of their outstanding contributions and achievements in Electronic Warfare. The AOC selects all individual award winners. CNO designates the unit award recipients. Commands desiring to submit nominations for AOC awards should provide all required information to TYCOM via the parent administrative commander by 15 March. Awards and submission format will be promulgated annually by TYCOM sufficiently in advance to permit preparation of nomination packages.

5209. **Chief of Naval Operations Surface Ship Safety Awards.** The Chief of Naval Operations Surface Ship Safety Awards Program is applicable to all surface ships operating under the control of COMNAVSURFLANT and COMNAVSURFPAC and competition will be conducted in accordance with reference (d). Awards are presented on the competitive cycle basis to recognize outstanding contributions to Fleet readiness, increased morale and efficient, economical use of resources through safety.

a. The awards are presented in the following categories:

- (1) Cruiser.
- (2) Destroyer.
- (3) Frigate.
- (4) Amphibious Warfare (large) (LHA, JCC/LCC, LHD, LPD, AGF).
- (5) Amphibious Warfare (medium/small) (LSD, LST).
- (6) Combat Logistics (large) (AOE).
- (7) Salvage Rescue (ARS)

b. Navy-wide awards are offered in the floating drydock category on a separate 12-month competitive cycle.

c. ISICs will submit a single nomination for their best eligible ship in each category to TYCOMs via the chain of command at the end of each competitive cycle. Nominations are due to TYCOMs 31 January.

d. Nomination package size is limited to 2 pages.

e. The green safety "S" shall be displayed per reference (d) and Section 9, reference (e).

5210. **Admiral Flatley Memorial Award.** The Admiral Flatley Memorial Award is presented annually by CNO to two CVs and one LHA/LHD class ship. This aviation safety award covers a one-year period and is based on a comprehensive evaluation of contributions to aviation safety. Reference (f) issues the governing policy and detailed procedures involved in selecting the recipients. Final nominations are submitted via the chain of command to NAVSAFECEN before 15 January.

5211. **Annual Ship-Helicopter Safety Awards.** Annual awards established by reference (f) and given to one LANTFLT and one PACFLT LAMPS MK III, and CLF ship in recognition of outstanding contribution to the ship-helicopter safety program. In addition to an outstanding safety record, ships selected must have aggressive safety programs that contribute new ideas to accident prevention.

a. **Award Description.** The award will consist of the temporary custody of the annual Ship-Helicopter Safety Award plaque, permanent custody of a replica of the trophy, and a citation by CNO. The trophy will be presented annually by CNO or a designated representative and will remain in the custody of the winning ship for the duration of the subsequent award period.

b. Selection Criteria. The awards will be based upon a comprehensive evaluation by the Commander, Naval Safety Center, of:

- (1) Embarked aircraft mishaps versus flight hours.
- (2) Contribution to ship-helicopter safety.
- (3) The type commander's appraisal of the ship's performance relative to other ships nominated.

c. Eligibility. All CLF ships configured for vertical replenishment operations and LAMPS ships that operated with helicopters embarked during the award year will be eligible for award consideration.

d. Action

(1) Ships will ensure that Commander, Naval Safety Center is an information addressee on all accident prevention or safety related correspondence and may initiate nominations per reference (g).

(2) TYCOMs will forward by letter all nominations with a ranking/evaluation of eligible ships to COMNAVSACFEN before 15 February.

**5212. Junior Officer Award for Excellence in Shiphandling Competition**

a. The Junior Officer Shiphandling Competition Program will be conducted annually with the selection process continuing throughout each calendar year. Each group/squadron will comprise a competitive grouping. The ISIC will forward nominations to the type commander through the chain of command. Those NRF ships in which Selected Reserve (SELRES) officers regularly serve may additionally nominate a SELRES officer for the JO Shiphandling Award using the same criteria for evaluation and selection, and the same administrative procedures as are used in the nomination of active duty officers. This nomination is in addition to the nomination made for active duty officers and is to be submitted concurrently with other nominations according to the provisions of this instruction.

b. All officers on duty afloat in the grade of lieutenant commander and below, except commanding officers and lieutenant commanders serving as executive officers, are eligible. Also, officers of the Selected Reserve serving in NRF ships, in the grade of lieutenant commander and below, are eligible for nomination for a separate award. Executive officers in the grade of lieutenant or junior may participate. Officers will be eligible for only one award while serving at a single duty station. By 15 December, the ISIC will select and nominate, by message, one active duty officer, and as applicable, one SELRES officer as the winner(s) of the shiphandling award within the group or squadron. The type commander will review each nomination and award letters of commendation to the winners.

c. Figure 5-2-3 shall be used as a guide to assure conformity to the maximum extent possible and applicable, recognizing the capabilities/missions of the various ship classes. This form shall not be submitted as part of nomination package.

**5213. Secretary of the Navy Energy Conservation Award Program.**

The Secretary of the Navy Energy Conservation Award Program is an annual award presented by the Secretary of the Navy to Navy units and activities in seven award categories. These categories are:

- a. Ships (crew of 400 or more).
- b. Ships (crew of less than 400).
- c. Aviation squadrons.

- d. Shore activities with 500 or more full-time employees.
- e. Shore activities with less than 500 full-time employees.
- f. Industrial activities.
- g. Navy units in SNDL, Part I, other than ships and aviation squadrons.

**NOTE:** The award is given to promote excellence in energy conservation and energy management within the Department of the Navy. The award recognizes outstanding leadership in energy management, innovations in the improvement of energy efficient equipment and energy conserving approaches to training, daily operations, housekeeping and maintenance. Nominations will be solicited by COMLANTFLT/COMPACFLT annually to support a due date to OPNAV not later than 15 February. Further details are provided in references (h) and (i).

5214. **Secretary of the Navy Environmental Protection Award.** The Secretary of the Navy Environmental Protection Award is an annual award presented by the Secretary of the Navy to the Navy ship showing the greatest initiative toward operating in an environmentally acceptable manner. The award is given to stimulate outstanding performance in the pursuit of enhancing and protecting the environment. Nominations are required by 15 November. Selection is based on criteria in reference (i).

5215. **Force Commander Annual Wellness Unit Award.** The Force Commander Annual Wellness Unit Award is an annual award presented by the Type Commander to Navy units in recognition of excellence in establishing and promoting a command climate conducive to wellness and health promotion. Specific details are provided in reference (j).

5216. **Homer W. Carhart Damage Control/Firefighting Award.** The Homer W. Carhart Damage Control/Firefighting Award is presented annually by CNO to a Navy Department sailor or civilian who most exemplifies professional standards and concern for shipboard safety and survivability based on one or more of the following criteria:

- a. Displays meritorious or heroic performance in the Control of, or recovery from, an afloat casualty involving explosion, fire, flooding or collision.
- b. Develops or implements formal recommendations regarding equipment, doctrine, tactics, or training.
- c. Authors damage control, firefighting, safety or survivability articles for publication in navy media.
- d. Submits beneficial suggestions to improve safety of life at sea for implementation by the department of the Navy.
- e. Demonstrates noteworthy efforts to develop naval ship damage control and fire safety standards.
- f. Participates in demonstrations, tests or evaluations to expedite improvements to ship safety and survivability.
- g. Performs safety and survivability related duties with exemplary professionalism for a sustained period.

TYCOM messages will solicit nominations for this award annually, usually in September.

5217. **Superior Surface Warfare Programs Recognition.** In order to provide recognition to ships with superior officer and enlisted warfare specialty qualification programs, they are authorized to fly distinctive pennants as follows:

- a. Silver Surface Warfare Excellence Pennant. Ships with all E-5 through E-9 sailors who have been assigned on board for over 18 months and who are ESWS qualified, will be eligible to fly the Silver Surface



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Warfare Excellence Pennant. For determining eligibility, PO3s who advance to PO2 will start the 18-month count from the day of advancement rather than their reporting date.

b. Gold Surface Warfare Excellence Pennant. Ships with all surface warfare officers who have been assigned on board for over 18 months and who are SWO qualified, will be eligible to fly the Gold Surface Warfare Excellence Pennant. For determining eligibility, staff corps officers with community specific SWO programs; e.g., Medical, Dental and Supply SWO programs, will be included in the calculation.

c. Procedures.

(1) When a ship meets the requirements to fly either of the above pennants, the CO will notify the ISIC that all requirements have been met. The ISIC will validate the data and present the appropriate pennant to the ship.

(2) Ships will remain eligible to fly the pennant(s) as long as the eligibility criteria are met. When eligibility ceases, the ship will notify the ISIC and cease to display the pennant(s).

(3) When ships regain eligibility, the ISIC will be notified and authorization to commence display received prior to flying the pennant(s) again. The ship will procure subsequent and replacement pennants after initial presentation.

d. Display. The Gold and Silver Surface Warfare Pennants will be flown from the main mast below other award pennants. When the ship is eligible to display both pennants, the Gold Pennant will be displayed above the Silver.

5218. **Admiral Stan Arthur Awards for Logistics Excellence.** This award recognizes the Civilian Logistician, the Military Logistician, and the Logistics Team of the Year with annual awards that consist of personalized plaques and cash awards. Ships and staffs that feel they have a candidate who meets the criteria contained in reference (k), should submit a nomination package to the appropriate Force Supply Officer in January following the year of service on which the award is based.

5219. **Intelligence Excellence Award.** The Surface Force Intelligence Excellence Award is an annual award that recognizes the surface ships in both COMNAVSURPAC and COMNAVSURFLANT demonstrating superior afloat intelligence readiness and performance in supporting operations during the competitive award cycle. Since each ship will be in a different phase of the IDTC and Surface Force ships have varying degrees of organic intelligence support, award criteria and award categories will be the following:

(a) Award Categories. Awards are presented in the following categories in the Pacific and Atlantic Surface Force, respectively:

(1) Surface ships with Afloat Intelligence Centers (LCC, AGF, LHA, LHD and MCS).

(2) Surface ships with Independent Duty Intelligence Specialists assigned (IS-3905s).

(3) Surface ships with Collateral Duty Intelligence Officers (CDIO) assigned less COMINELWARCOM CDIOs. This category relates to ships with no Intelligence Officer (163x)/Intelligence Specialist (IS) permanently assigned.

(b) Award Criteria: The Intelligence Excellence Award is awarded in recognition of a ships superior intelligence performance in supporting afloat naval operations and improving the operations/intelligence interface afloat. The award focuses on the IDTC intelligence product and readiness of the entire intelligence team (i.e. IS, CT, EW, lookouts, USMC when embarked). The following criteria will be evaluated when determining award selection:

(1) Management of intelligence readiness (manning, training, equipping preparedness) as assessed during the IDTC.

(2) Surveillance and Reconnaissance. Intelligence Collection and Reporting (Intelligence Information Reports (IIRs), locators, photography, port directory updates) and evaluations of unit reports by the intelligence community. For example, IIRs written in response to Fleet Collection requirements and evaluated by the Intelligence Community or Operational Fleet Commander provide quantitative and qualitative measures of intelligence contributions and value to afloat commanders.

(3) Consistent participation in twice monthly Intelligence Inport Exercises conducted by ATGPAC/ATGLANT during the IDTC.

(4) Innovative use of intelligence teams in supporting operational requirements and recommendations for improvement in fleet intelligence support.

(c) Administrative Authority: COMNAVSURFOR N2 is the administrative authority for the Intelligence Excellence Award program within the Surface Force except in the case of COMINELWARCOM (CMWC) units. CMWC will be administrative and awarding authority for CMWC Collateral Duty Intelligence Officer units (MHC/MCM crews).

(d) Award Submission: Competitive period for the award is 01 January to 31 December of each year. Ships desiring consideration for this award will forward submissions to their ISIC via letter or record message. ISICs will select no more than one unit from each competitive category and forward ISIC endorsement to COMNAVSURFLANT N2 for the Atlantic Surface Force, and COMNAVSURFPAC N7 for the Pacific Surface Force. Submissions can be classified SECRET, however, write-ups should be at the lowest classification level possible. Final selection will be made by COMNAVSURFOR N2 (COMNAVSURFLANT N2).

(e) Presentation: COMNAVSURFOR will announce winners via record message. Award plaques for each category will be presented to each ship and permanent plaques with award winners engraved on the plaques will be displayed at the Navy and Marine Corps Intelligence Training Center (NMITC) for SURFLANT ships and at the Fleet Intelligence Training Center Pacific (FITCPAC) for SURFPAC ships.

5220. **ASW Bloodhound Award**. The ASW Bloodhound Award is an annual award presented by each TYCOM to a single ASW ship for exceptional performance in the areas of ASW proficiency, preparedness and training.

a. The following criteria are considered in determining the award winner:

(1) ASW Certification (achieved or maintained, as appropriate).

(2) Level of participation in ASW exercises and events such as: FXP exercises, live/simulated torpedo firings, OBT/TCD/BFTT scenarios conducted, PC-IMAT, ASWIT and other fleet training events (Canadian Task Group Exercises, PCO operations, etc.) To be considered, this training must have been reported by appropriate methods: TRAREP, Rapid Torpedo Feedback Firing Report or naval message POSTEX report.

(3) Reported Acoustic Analyst Contact Time and Live Contact Time.

b. The ASW Bloodhound Award winner will fly the Bloodhound pennant for the next year. The winner will be awarded a plaque for retention until the results of the next competition are announced. Presentation will normally be made aboard the winning ship by the Type Commander, or in the ship's absence, by a designated ISIC. A nomination, not to exceed two pages in length, will be submitted by the ISIC to reach the respective Type Commander not later than 30 January. Waivers will not be considered. The winner will be announced by message. Date for presentation will be coordinated with ISIC.

5221. **Phalanx Close-in-Weapons System (CIWS) Excellence Award**. The Phalanx Close-in-Weapons System Excellence Award is presented annually to recognize the top CIWS ship on each coast. The winning ship is awarded a perpetual trophy and a \$1000 contribution to the ship's Morale, Welfare and Recreation Fund. All CIWS capable ships are automatically considered for this award. Nomination packages are not desired. Award criteria are contained in reference (1). No nomination packages are required for this award

**SAMPLE ARLEIGH BURKE AWARD NOMINATION**

From: (ISIC)  
To: (Type Commander)

Subj: ARLEIGH BURKE TROPHY NOMINATION

Ref: (a) COMNAVSURFORINST 3502.1 (SURFORTRAMAN)  
(b) CINCLANTFLTINST 3590.11E or CINCPACFLTINST 3590.4G

Encl: (1) Comparison Statistics of USS \_\_\_\_\_

1. Per references (a) and (b), USS \_\_\_\_\_ is the ISIC nominee for this award.
2. The following information regarding notable achievements by USS \_\_\_\_\_ during calendar year \_\_\_\_\_ forwarded (information not covered in enclosure (1), such as):
  - a. Actual improvements in readiness, such as readiness ratings and exercise completion data.
  - b. Improvement in morale and performance. Include such areas as human relations programs and inspection results, retention statistics, advancement examination results, community relations, and athletic events.
  - c. Operational achievements worthy of note, such as major exercise participation, deployment (with noteworthy events), and other examples of extraordinary performance.
  - d. Commitments met during the year, such as visits to politically sensitive areas and a statement on whether all commitments were met with explanation of extenuating circumstances.
  - e. Unusual factors which may contribute to the nominations, such as evacuation/extraction of civilians or military in contingency situations and nomination for non-BEC awards such as SECNAV Environmental Protection Award.

\_\_\_\_\_  
(Signature)

**Figure 5-2-1**

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SAMPLE ENCLOSURE (1)

Comparison Statistics of USS \_\_\_\_\_

FACTOR	COMPETITIVE PERIOD _____ TO _____	COMPETITIVE PERIOD _____ TO _____
Battle Efficiency "E"	_____ of _____	_____ of _____
Number of command excellence awards	_____ of _____	_____ of _____
Retention/reenlistment (statistics)	_____	_____

Provide the following information as available for each competitive period (including dates):

Engineering Reliability	Material Inspection results and ISIC evaluation based on day-to-day performance. Include INSURV and engineering qualification results as applicable.
Supply Readiness	Logistics Management Assessment results.

SHIPHANDLING COMPETITION EVALUATION FORM

\_\_\_\_\_  
Last Name, First Name, M.I., Grade, SSN/Designator

Ship: \_\_\_\_\_ Billet: \_\_\_\_\_

COMMAND PRESENCE	JUDG- MENT	USE OF STANDARD COMMANDS	USE OF ENGINES/ RUDDERS	USE OF MOORING LINES	RULES OF ROAD	TIMING/ SMARTNESS
---------------------	---------------	--------------------------------	-------------------------------	----------------------------	---------------------	----------------------

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.

EVALUATION (NOTE 1)

1. Moor to pier.
2. Underway from pier.
3. Moor to and underway from buoy.
4. Anchoring/Underway from anchor.
5. Replenishment at sea (approach).
6. Replenishment at sea (alongside).
7. Man overboard.
8. Piloting into and out of port.
9. Control use of tugs (NOTE 2).

**NOTE 1:** Outstanding - 5, Excellent - 4, Good - 3, Fair - 2, Poor - 1

**NOTE 2:** Needs to be evaluated on those ships that use tugs as a matter of routine.

Figure 5-2-2

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APPENDIX A

EXERCISE REQUIREMENTS

Ref: (a) OPNAVINST 9200.3

A-101. **General.** This appendix delineates, in matrix format, required training exercises, inport training drills, and other evolutions that apply to ships and units of the Surface Forces. The matrices are arranged by mission area.

a. Except for engineering exercises, exercise descriptions are in the Fleet Exercise Publication (FXP) series or, in the case of new exercises not yet published in an FXP, posted on the TYCOM websites. Also posted on the websites are certain Bulletins that are informational in nature. Engineering exercises are contained in a ship's EOCC. Training requirements need to be reviewed frequently. The matrices in this appendix are organized by ship class, but individual differences among ships' configurations within a class may require different training requirements due to the addition, modification or removal of equipment or machinery. Ships should audit these requirements and that contained in their TRMS catalogs with their own specific equipment configuration whenever a new TRMS catalog is received. Changes to training requirements listed in TRMS may be requested by SURFTRAMAN Feedback request as discussed in Article 1402. The exercise requirements for the new LPD 17 class will be filled in when determined.

b. The FXP series publications are no longer distributed in paper copy. They are distributed to all ships via the Navy Warfare Electronic Library (NWEL), a CD-ROM product of the Navy Warfare Development Command, approximately three times per year. They are also available on the Navy Warfare Development Command SIPRNET site at [http://www.nwdc.navy.smil.mil/Command/Doctrine/NWEL\\_pub\\_mgt/default.cfm](http://www.nwdc.navy.smil.mil/Command/Doctrine/NWEL_pub_mgt/default.cfm).

A-102. **Exercise Periodicities and Repetitions.** Exercises listed in this appendix constitute a continuously repeating set of requirements to ensure ships maintain proficiency in all areas throughout the employment cycle. The periodicity requirements are stated for each exercise with a three step numerical code; e.g., (3,6,9), which indicates that the exercise remains at M1 through the third month following completion, M2 through the sixth, M3 through the ninth and becomes M4 at the start of the tenth. A code of (24,0,0) indicates that the exercise remains at M1 for 24 months and degrades directly to M4 when that period has elapsed. This is typically used to describe exercises like missile firing events that are done only once per cycle. As discussed in Article 4303, TRMS computes a mission area training readiness factor in each mission area based on the currency of the related exercises. Ships should strive to maintain M1 by repeating exercise accomplishment at sufficient frequency.

a. Normally, an exercise need be completed satisfactorily only once before reporting.

b. A subsequent unsatisfactory repetition of an exercise results in that exercise being reset to M-4 by the ship in its next TRNGREP.

c. The training plan developed by the ISIC and ship CO following CART II will complete some portion of these exercises, either through specific events or scenario training that satisfies the objectives of one or more exercises. Ships will report which exercises were accomplished or satisfied during their training with ATG following FEP by TRNGREP.

A-103. **AW MISSILE EXERCISES.**

a. Determination of exercise success:

1. AW-11A-SF: Demonstrate complete detect to engage sequence to include missile launch and target intercept (actual or telemetry) of both elements of stream raid presentation prior to targets departing exercise profile.

2. AW-11C-SF: Demonstrate two observed engagements each by two condition three watchteams (total of four engagements). Although all RAM mounts are not required to engage each presentation, at some point in exercise all mounts must be demonstrated. Minimum composite score required for exercise credit is 80.



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3. AW-27-SF: Demonstrate complete detect to engage sequence to include missile launch and target intercept (actual or telemetry) prior to target departing exercise profile.

4. To preclude attempted missile intercepts against popped, climbing and/or turning targets at CPA, missile launch hold-fire range must be known, briefed and enforced.

5. Exercise credit will be granted for all engagements in which telemetry data or tactical warhead kill verifies that target was successfully intercepted in accordance with exercise criteria.

(a) In event a missile is fired but fails to intercept target, exercise credit may be granted if it can be determined that ship's systems and watchstanders performed properly in detect to engage sequence. This includes verification that all required ship's systems/equipment supported engagement and that missile failure was beyond ship's control.

(b) Exercise credit may also be granted in event a successful AW-11A-SF engagement is demonstrated with one missile but second missile is declared a dud and never leaves launcher. Exercise credit is dependent on determination that ship's systems and watchstanders performed properly in detect to engage sequence. This includes verification that all required ship's systems/equipment supported engagement and that missile failure was beyond ship's control.

(c) AW-27-SF credit will not be awarded in event of a dud missile.

6. Following each live fire missile exercise, the ISIC will report (via message) compliance with exercise criteria (citing any deviation) and recommend exercise credit for TYCOM concurrence/non-concurrence. Sample ISIC and TYCOM POSTEX messages are illustrated in Figures A-1 and A-2.

**b. Refire Policy.**

1. Refiring of unsuccessful missile exercises is generally limited to situations in which combat system hardware/software program reliability is in question.

2. Missile exercise failures attributed to shipboard training or maintenance are resolved via ISIC promulgated plan of action to correct training/equipment deficiencies (include timeline for completion and method of validation). ISIC plan can be as simple as correcting equipment casualties and then conducting an observed AW-24-SF or repeating AW-11C-SF.

c. A successful re-training effort (absent a repeat live fire exercise) will upgrade AW readiness to M2 cap. RAM-only equipped ships required to repeat AW-11C-SF will upgrade to M1 upon successful completion of exercise. Although resolution of missile exercise deficiencies may upgrade AW readiness rating, ship remains ineligible for Maritime Warfare Excellence Award.

```
FM ISIC
TO TYCOM//N7/N72/N721//
INFO ATG
SHIP1
SHIP2
BT
UNCLAS //N08010//
MSGID/GENADMIN/ISIC//
SUBJ/AW MISSILE EXERCISE POSTEX REPORT//
REF/A/GENADMIN/NSWC/DDHHHHZMMYYYY//
REF/B/GENADMIN/CNSF/141906ZAUG2002//
REF/C/DOC/CNSF/XXFEB03//
NARR/ REF A IS PRELIMINARY MISSILE TEST FIRING RESULTS. REF B IS
FXP-2, ANTI-AIR WARFARE EXERCISE REVISIONS. REF C IS SURFORTRAMAN.//
POC/NAME/CODE/TEL/EMAIL//
RMKS/1. AS REPORTED REF A, SUBJ MSLX WAS CONDUCTED IAW PROFILES
DETAILED REF B.
2. PER REF C, REQUEST TYCOM CONCURRENCE FOR FOLLOWING EXERCISE CREDIT:
USS SHIP1          AW-11A-SF; AW-27-SF
USS SHIP2          AW-11A-SF

3. (IF APPROPRIATE) PER REF C, FOLLOWING TRAINING/REPAIR PLAN IS
PROVIDED ISO MSLX PARTICIPANTS UNABLE TO SUCCESSFULLY COMPLETE LIVE
FIRE TRAINING:
A. PROVIDE DETAILS AS APPROPRIATE.//
BT
```

**FIGURE A-1 ISIC AW MISSILE EXERCISE POSTEX REPORT**

```
FM TYCOM//N7//
TO SHIP1
SHIP2
INFO ISIC
ATG
BT
UNCLAS //N08010//
MSGID/GENADMIN/TYCOM//
SUBJ/AW MISSILE EXERCISE COMPLETION REPORT//
REF/A/GENADMIN/ISIC/DDHHHHZMMYYYY//
NARR/REF A CERTIFIED EVENT COMPLIANCE WITH FXP-2 CRITERIA AND FORWARDED
RECOMMENDATIONS FOR EXERCISE CREDIT.
POC/NAME/TYCOM CODE/TEL/EMAIL//
RMKS/1. IRT REF A, CONCUR. REPORT FOLLOWING EXERCISE COMPLETIONS VIA
TRAREP
USS SHIP1          AW-11A-SF; AW-27-SF
USS SHIP2          AW-11A-SF.//
BT
```

**FIGURE A-2 TYCOM AW MISSILE EXERCISE COMPLETION REPORT**

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A-104. **Engineering Training Exercises.** The engineering training exercises contained in the MOB-E Exercise Matrix are based on the ship's master EOCC loadout. They are divided into four drill families based on commonality of procedures and the ship systems involved. Each family is subdivided into core and elective groupings. Core drills are those considered to be the most significant with respect to plant operation or potential for personnel injury or equipment damage.

- a. In order to maintain training readiness, all core drills must be evaluated as effective every 6 months.
- b. All elective drills must be evaluated as effective over an 18 month period, which means that approximately one-third must be completed every six months.
- c. "Evaluated as effective" is determined as follows:

(1) The goal of conducting ECC drills and evolutions for training and certification is to establish, maintain and certify watchstander and watchteam proficiency using approved propulsion plant procedures installed on the ship. In accordance with reference (a), as cited in the EOSS User's Guide, EOSS, with any authorized deviations approved by the Commanding Officer, is to be strictly adhered to as written, in sequence. Controlling and Immediate Actions for each casualty are intended to be committed to memory. The watchstander should refer to the EOCC procedure as soon as feasible following initial response to the casualty, to ensure all Controlling and Immediate Actions have been completed. The Supplemental Actions and Restore Casualty Sections of the casualty procedure should be referenced after the Immediate Actions are completed. Paragraph 1.5 and 1.6 of the EOSS User's Guide delineates the definition and applicability of "strict adherence" and shall be applied in determining the evaluation of effectiveness of individual drills and evolutions.

(2) Accordingly, a drill is considered effective for training, assessment, and reporting purposes when watchstanders have carried out their EOCC actions in compliance with the EOSS User's Guide, such that there would have been no additional damage or personal injury or risk thereof; plant control is maintained, and the expected outcome is achieved. Plant control includes but is not limited to: the necessary reports between controlling stations, placing the propulsion plant in a stable condition, avoidance of unintended plant casualties and restoration of engineering plant capability of the ship.

(3) Evolutions are effective if the watchstander achieves verbatim compliance with the applicable EOP, NSTM, PMS, manufacturer's or Commanding Officer's approved deviations to EOSS, or locally approved procedures. Inability to follow the approved procedures verbatim, inability to recognize safety hazards and/or the failure to use appropriate personnel protective equipment and failure to report discrepancies noted by the watchstander to supervisory personnel; i.e., space supervisor or EOOW, may cause the evolution to be evaluated as not-effective.

(4) Main Space Fire Drills are assessed using standardized ATG grade sheet and applicable Main Space Fire Doctrine with ship's organization. Broad grading philosophy is:

- (a) Effective: Actions of the space watch standers and the Repair V/DC Core Flex Organization would safely extinguish the fire.
- (b) Partially Effective: Actions of one of the teams would safely extinguish the fire.
- (c) Not Effective: Actions of neither team would safely extinguish the fire.

d. When the core drills and the required amount of elective drills in a drill family have been completed, the entire drill family will be reported as complete by TRNGREP. The code 9999 will be used in the score field of the elective drills not actually conducted. Exercises shall be completed satisfactorily by each Condition IV watch section in order to be complete. The ETT will adjust the complexity of drill sets as the watch section's proficiency increases. Engineering proficiency requires more than conducting large numbers of drills. Good drill preparation and feedback, as well as seminars and evolutions training are required to develop proficiency. Drills which use only one shaft or engine room, do not need to be accomplished by both engine rooms in order to be reported as complete; however, the ETT leader will ensure that each space has had exposure to all drills over the course of several training quadrants.

**USS DDG 5X ENGINEERING DRILL REQUIREMENT CALCULATION**

1. All Core Drills every six months: 20 drills every six months.
2. One-third of all elective drills every six months:  $\frac{17 \text{ drills}}{3} = \sim 6$  drills every six months.
3. Each drill to be accomplished by each watch section: 26 drills x 3 watch sections = 78 drills.
4. Each drill must be effective. UD standard is 50% effectiveness in drills.  $\frac{78}{.5} = 156$  drills
5. Recognizing that non-deployed ships are underway about one month per quarter and most drills are done underway, this amounts to a drill requirement of about 20 drills per underway week, assuming three watch sections and a .5 effectiveness rate.

**Figure A-3 ENGINEERING DRILL REQUIREMENTS**

A-105. **Medical Training Exercises**. Medical training exercises support a secondary FSO (Medical) mission for all ships. Since this is a secondary mission, medical exercises are not used to determine a ship's training readiness status in SORTS; however, the medical exercises of this matrix are required to be conducted in the periodicities indicated, and reported by TRNGREP.

A-106. **Self-Observation and Grading of Exercises**. Successful completion of required exercises is the culmination of individual and team training effort. The determination of successful completion of a required training exercise shall be made by the commanding officer. Exercises are not to be credited as completed unless a grade of at least 62.5% was adjudged. Grading will be conducted using the appropriate FXP exercise evaluation criteria or judgment of the appropriate training team where specific criteria are not provided; e.g., engineering casualty control exercises.

A-107 **NSFS Qualification**. Although there are several FXP exercises dealing with NSFS qualification, the only significant readiness information is whether or not the ship is qualified; i.e., successfully completed the FIREX I or II exercise. However, because of the way TRMS computes Mission Area Readiness Factor, it is possible for a ship to be fully qualified, for example, by extending its qualification with a FIREX II exercise, but being reported as less than M1 in AMW because the AMW-1-SF and AMW-2-SF had degraded over time. To avoid this misleading situation, the only AMW exercise for NSFS ships will be a line in the Appendix that says: AMW-2/3-SF, NSFS QUAL MAINTENANCE, (12,18,24). Ships will report against this line by TRNGREP whenever a FIREX I or II has been completed.

A-108. **Safety Practices During Exercises**

a. Strict adherence to safety standards is of paramount importance and is a command responsibility. Prevention of accidents and elimination of unsafe practices must be pursued aggressively at all levels. Many safety violations can be corrected on the spot; others require modification of procedures.

b. Whether self-observed or observed by another command, repeated minor violations of safety precautions is adequate reason to consider exercise performance unsatisfactory.

AMW EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	J C C	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
AMW-2/3-SF (12,18,24) NSFS QUAL MAINTENANCE (FIREX I/II) <sup>1</sup>					X	X	X											
AMW-4-SF (6,9,12) EMBARK PLANNING											X	X	X		X	X		
AMW-5-SF (3,6,9) ASSAULT BOAT HOIST AND LOWERING											X	X	X		X	X		
AMW-6-SF (6,9,12) EMBARK/DEBARK LANDING CRAFT -WELL DECK											X	X	X		X	X		
AMW-7-SF (6,9,12) EMBARK/DEBARK LCAC WELL DECK											X	X	X		X	X		
AMW-8-SF (3,6,9) CONTROL AND TRACKING OF BOAT WAVES											X	X	X		X	X		
AMW-11-SF (3,6,9) SURF OBSERVATION AND MSI CALCULATIONS											X	X	X		X	X		
AMW-12-SF (12,18,24) BASIC CARGO HANDLING											X	X	X		X	X		
AMW-13-SF (6,9,12) BASIC WELL DECK CARGO HANDLING											X	X	X		X	X		
AMW-16-SF (6,9,12) WELL DECK CARGO HANDLING											X	X	X		X	X		
AMW-20-SF (6,12,18) LARC V WET WELL OPERATIONS											X	X	X		X	X		
AMW-27-SF (6,12,18) ASSAULT CRAFT HANDLING IN WET WELL OPERATIONS											X	X	X		X	X		
AMW-28-SF (12,18,24) CONTROL SHIP-SHORE MOVE (DAY)											X	X	X		X	X		
AMW-29-SF (6,12,18) CONTROL OF SHIP-SHORE MOVE (LOW VISIBILITY)											X	X	X		X	X		
AMW-30-SF (12,18,24) CONTROL SHIP-SHORE MOVE (NIGHT)											X	X	X		X	X		

<sup>1</sup> MUST BE ACCOMPLISHED AS EARLY AS SCHEDULE PERMITS. REFER TO ARTICLE A-106.

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AMW EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	J C C	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
AMW-34-SF (6,9,12) EMBARK/DEBARK AAV FROM WELL DECK <sup>2</sup>											X	X	X		X	X		
AMW-36-SF (6,9,12) U/W LAUNCH AAV <sup>3</sup>											X	X	X		X	X		
AMW-37-SF (6,9,12) CONTROL AAV SHIP-SHORE MOVEMENT <sup>4</sup>											X	X	X		X	X		
AMW-38-SF (6,9,12) AAV SHIP-SHORE MOVE											X	X	X		X	X		
AMW-39-SF (12,18,24) LCU STERNGATE MARRIAGE TO WELL DECK											X	X	X		X	X		
AMW-46-SF (6,9,12) RECEIVING AND HANDLING CASUALTIES IN A WELL DECK											X	X	X		X	X		
AMW-61-SF (6,9,12) CONTROL LCAC SHIP-SHORE MOVEMENT											X	X	X		X	X		
AMW-69-SF (12,24,36) AMPHIB ENVIRONMENTAL SUPP									X	X	X	X						
AMW-70-SF (12,18,24) LAUNCH/ RECOVERY OF CRRC											X	X	X		X	X		
AMW-71-SF (12,18,24) CRRC RAID PLAN											X	X	X		X	X		
AMW-1-I (4,8,12) VERTICAL ENVELOPMENT											X	X	X					
AMW-6-I (6,12,18) HELO LAUNCH/ RECOVERY (EMCON)										X	X	X	X		X	X		
AMW-7-I (6,12,18) INSTRUMENT APPROACH A/C RECOVERY									X	X	X	X	X		X	X		
AMW-8-I (6,12,18) HELO TROOP EMBARK/DEBARK											X	X	X		X	X		
AMW-9-I (6,12,18) HELO LOAD/ UNLOAD											X	X	X		X	X		
AMW-12-I (6,9,12) COMBAT FLIGHT OPS											X	X	X		X	X		
AMW-13-I (6,9,12) COMBAT FLIGHT OPS (EMCON)											X	X	X		X	X		
AMW-14-I (6,9,18) CONTROL HELO CIC/HDC											X	X						

<sup>2</sup> REQUIRED FOR ALL CLASSES, LST ONLY IF EMBARKATION OF AAV IS PLANNED.

<sup>3</sup> REQUIRED FOR ALL CLASSES, LST ONLY IF EMBARKATION OF AAV IS PLANNED.

<sup>4</sup> REQUIRED FOR ALL CLASSES, LST ONLY IF EMBARKATION OF AAV IS PLANNED.

AMW EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	J C C	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
AMW-15-I (9,18,24) CONTROL HELO (EMCON)											X	X						
AMW-16-I (6,12,18) RECEIVE/HANDLE CASUALTIES FROM HELO											X	X	X		X	X		
AMW-17-I (6,12,18) SAC											X	X						
AMW-18-I (6,12,18) LOST PLANE EMERGENCY TANKING ASSISTANCE											X	X						
AMW-19-I (3,6,9) AIC											X	X						
AMW-20-I (6,12,18) CONTROL ASSAULT A/C TACC/HDC											X	X						
AMW-21-I (12,18,24) AVIATION ORDNANCE STRIKE UP											X	X	X					
AMW-22-I (3,6,9) HELO NVD OPS <sup>5</sup>											X	X	X		X	X		
AMW-23-I (3,6,9) EMERGENCY DEFENSE OF THE ATF											X	X	X		X	X		

<sup>5</sup> NVG CERTIFIED SHIPS ONLY.

AW EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7 3	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
AW-2-SF (24,0,0) LINK 11 OPS	X				X	X	X	X	X	X	X						
AW-3-SF (3,6,9) RADAR IFF TRACKING	X	X	X		X	X		X	X	X	X	X		X	X		
AW-4-SF (24,0,0) AA TGT DESIGNATION AND ACQUISITION (NON-FIRING)		X	X		X	X	X	X		X	X						
AW-6-SF (24,0,0) S/S AIR TARGET DETECTION, TRACK, DESIG & ACQ		X	X		X	X	X	X		X	X						
AW-7-SF (3,6,9) TACTICAL AAW		X	X		X	X	X	X		X	X						
AW-11A-SF (24,0,0) SUBSONIC ASMD STREAM RAID(FIRING) <sup>1</sup>		X	X		X	X	X			X	X						
AW-11C-SF RAM FRS SIMULATOR (NON- FIRING) (24,0,0) <sup>2</sup>						X				X	X				X		
AW-12-SF (24,0,0) AA GUNNERY					X	X	X	X									
AW-15-SF (24,0,0) INFO PROCEDURES					X	X	X	X	X	X	X						
AW-17-SF (24,0,0) LINK 11 INTRUSION-JAMMING	X				X	X	X	X	X	X	X						
AW-20-SF (24,0,0) CIWS READINESS EVAL <sup>3</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		
AW-21-SF (24,0,0) CIWS FIRING <sup>4</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		
AW-24-SF (24,0,0) DTE SEQUENCE (NON -FIRING)		X	X		X	X	X	X		X	X				X		
AW-26-SF (24,0,0) LINK 4A AIC					X		X			X	X						
AW-27-SF (24,0,0) UPER-SONIC ASMD (FIRING) LOW ALT <sup>5</sup>					X		X										
AAW-3-I (24,0,0) AIC					X	X	X			X	X						

<sup>1</sup> FIRING EXERCISE FOR STANDARD MISSILE AND NSSMS ONLY. RAM EQUIPPED SHIPS WILL USE CRS SIMULATED FIRING PER ARTICLE 4206.E.

<sup>2</sup> FOR RAM CONFIGURED DD-963 ONLY

<sup>3</sup> SUCCESSFUL CSSQT FIRING(S) AND SYSTEM CERTIFICATION SATISFIES THIS REQUIREMENT. NA FOR DDG W/O CIWS.

<sup>4</sup> NA FOR DDG W/O CIWS.

<sup>5</sup> SHIPS WITH NSSMS AND RAM, CONDUCT WITH NSSMS ONLY.



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AW EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
AAW-4-I (24,0,0) LOST PLANE HOMING	X	X	X		X	X	X	X	X	X	X	X			X		
AAW-5-I (24,0,0) AA TGT DESIG/ACQ IN A MUL TGT ENV-CAP COORD					X	X	X	X		X	X						
AAW-7-I (24,0,0) ECCM-CAP COORD IN MECH JAMMING					X	X	X			X	X						
AAW-8-I (24,0,0) TAC AAW CAP/MSL COORD					X	X	X			X	X						
AAW-9-I (24,0,0) TAC AAW CAP/MSL COORD WITH COUNTERMEASURES					X	X	X			X	X						
AAW-10-I (24,0,0) COORD CAP/MSL EMPL					X	X	X				X						
AAW-11-I (24,0,0) COORD CAP/MSL EMPL IN ECM ENVIRON					X	X	X	X			X						
AAW-13-I (24,0,0) CINTEX					X	X	X	X		X	X						
AAW-14-I (24,0,0) A/C CONTROL-ASM PLATFORM/ASM INTERCEPT					X	X	X			X	X						

C2W EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
C2W-2-SF (3,6,9) ES DETECTION, ANALYSIS AND REPORT <sup>1</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-3-SF (3,6,9) EXT EMCON	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
C2W-4-SF (3,6,9) EMCON SET AND MODIFICATION	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
C2W-5-SF (3,6,9) SATELLITE VULNERABILITY	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
C2W-6-SF WATCH EVAL(3,6,9) <sup>2</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-7-SF (12,18,24) COMP EW EX PH I <sup>3</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-8-SF (12,18,24) COMP EW EX PH II <sup>4</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-9-SF (12,18,24) COMP EW EX PH III <sup>5</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-10-SF (12,18,24) COORD MULTI-SHIP EW	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-11-SF (6,12,18) CHAFF FIRING <sup>6</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-12-SF (12,18,24) LAMPS MK III U/W DEMO <sup>7</sup>					X	X	X	X									
C2W-13-SF (12,18,24) MISSILE/THREAT ELECTRONIC ATTACK		X	X		X	X	X	X	X	X	X						
C2W-14-SF (12,18,24) EW ASSESSMENT	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-15-SF (6,12,18) MK36 DECOY LOADEX	X	X	X		X	X	X	X	X	X	X	X		X	X		
C2W-16-SF (12,18,24) COORD CHAFF FIRING <sup>8</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X		

<sup>1</sup> CONDUCT ONCE PER WATCH SECTION.

<sup>2</sup> CONDUCT ONCE PER WATCH SECTION.

<sup>3</sup> CONDUCT DURING ALL GROUPSAILS/COMPTUEX/MEUEX.

<sup>4</sup> CONDUCT DURING ALL GROUPSAILS/COMPTUEX/MEUEX. COBLU/CDF/T-RDF EQUIPPED SHIPS ONLY.

<sup>5</sup> CONDUCT DURING ALL GROUPSAILS/COMPTUEX/MEUEX.

<sup>6</sup> CONDUCT DURING COMPTUEX/MEUEX. WALK THRU ONLY  
AUTHORIZED WHEN NCEA DENIED BY TYCOM. ACCOMPLISHING C2W-16-SF SATISFIES THIS REQUIREMENT.

<sup>7</sup> ACCOMPLISH DURING COMPTUEX FOR ALL EMBARKED AIRCRAFT.

<sup>8</sup> CONDUCT DURING COMPTUEX/MEUEX. WALK THRU ONLY AUTHORIZED WHEN NCEA DENIED  
BY TYCOM.

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**C2W EXERCISES - SHIPS**

<b>EXERCISES</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7</b>	<b>D D 9 6 3</b>	<b>D D 5 7</b>	<b>F G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
C2W-30-SF (3,6,9) DETECTION, CLASSIFICATION, TRACKING AND REPORTING (DCT&R)						X	X				X						
C2W-33-SF (12,18,24) TACTICAL AIR TARGETING <sup>9</sup>						X	X				X						
C2W-36-SF (3,6,9) GCCS-M (SCI)										X	X						
C2W-37-SF (12,18,24) RADIO DIRECTION FINDING EXERCISE <sup>10</sup>						X	X				X						
C2W-38-SF (1,2,3) Cryptologic Stimulator Exercise (CSE) <sup>11</sup>	X				X	X	X			X	X						

<sup>9</sup> COBLU/CDF/T-RDF EQUIPPED SHIPS ONLY. SATISFACTORY COMPLETION OF COBLU ADVANCED TEAM TRAINER COLT FULLFILLS THE REQUIREMENT FOR THIS EXERCISE. APPLIES TO COBLU ONLY.

<sup>10</sup> CONDUCT DURING ALL GROUP SAILS AND COMPTUEX.

<sup>11</sup> ONLY WHEN CTR PERSONNEL ASSIGNED.

CCC EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
CCC-1-SF (3,6,9) SYSCON FLT BCST	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-2-SF (6,12,18) COMM OP PLANNING	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-3-SF (6,12,18) HELO LVA CONTROL	X	X	X		X	X	X	X	X			X		X	X	X	X
CCC-4-SF (3,6,9) SYSCON SHIP TERM	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-5-SF (3,6,9) SYSCON SECURE VOICE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-6-SF (3,6,9) R/T DRILLS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-7-SF (3,6,9) TACTICAL MANEUVERS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-8-SF (3,6,9) TTY CKT PROCEDURES	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-9-SF (3,6,9) FLAGHOIST	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-10-SF (3,6,9) FLASHING LIGHT	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-11-SF (3,6,9) SEMAPHORE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-12-SF (6,12,18) IMITATIVE DECEPTION	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-13-SF (6,12,18) EAP EMERGENCY DESTRUCTION	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-15-SF (3,6,9) NTDS INITIATION AND OPS						X		X	X	X	X						
CCC-16-SF (6,12,18) AEGIS DOCTRINE MANAGEMENT					X		X										
CCC-17-SF (3,6,9) LINK 11 FAST FREQ CHANGES					X	X	X	X	X	X	X						
CCC-18-SF (6,12, 18) TACINTEL COMM OPS <sup>1</sup>	X				X	X	X		X	X	X						
CCC-19-SF (24,0,0) COMPREHENSIVE COMMUNICATIONS ASSESSMENT <sup>2</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

<sup>1</sup> TACINTEL SHIPS PERMANENTLY MANNED WITH CTs. DDG-51: APPLIES TO HULLS 72 AND LATER; FOR DD 963: APPLIES TO OUTBOARD SHIPS ONLY.

<sup>2</sup> TO BE EVALUATED BY ISIC

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CCC EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
CCC-20-SF (6,12,18) SYSCON SI TERM TTY/ZULU TERM (D&G SYS) <sup>3</sup>	X				X	X	X		X	X	X						
CCC-21-SF (6,12, 18) SYSCON OPINTEL BCST/SI COM (N SYS) <sup>4</sup>	X				X	X	X		X	X	X						
CCC-22-SF (6,12, 18) SYSCON SPRAC NET (ROMEO System) <sup>5</sup>	X				X	X	X		X	X	X						
CCC-23-SF (3,6,9) CRITIC HANDLING EXERCISE <sup>6</sup>	X				X	X	X		X	X	X						
CCC-24-SF (3,6,9) SYSCON NB/WB SATCOM	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	
CCC-25-SF (3,6,9) SYSCON SHF SATCOM <sup>7</sup>	X				X				X	X	X						
CCC-26-SF (3,6,9) SYSCON EHF SATCOM <sup>8</sup>	X	X	X		X	X	X		X	X	X	X		X	X		
CCC-29-SF (3,6,9) OTCIXS/TADIX SYS EX					X	X	X	X	X	X	X	X					
CCC-30-SF (3,6,9) OTAT/OTAR	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-32-SF (3,6,9) SYSCON - DAMA	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-33-SF (3,6,9) SYSCON - HAVEQUICK <sup>11</sup> <sup>9</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X	X	X
CCC-34-SF (3,6,9) SYSCON - SINGLE AUDIO SYSTEM (SAS) AND BLACK AUDIO SWITCH (BAS) <sup>10</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X	X	X
CCC-35-SF (3,6,9) SYSCON - NAVMACS <sup>11</sup>	X	X	X		X	X	X	X	X	X	X	X		X	X	X	X
CCC-36-SF (3,6,9) SCI ADNS COMMS OPERATIONS <sup>12</sup>					X	X	X		X	X	X						
CCC-37-SF (3,6,9) ADNS COMMS OPERATIONS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

<sup>3</sup> SHIPS PERMANENTLY MANNED BY CTs.

<sup>4</sup> SHIPS PERMANENTLY MANNED BY CTs.

<sup>5</sup> SHIPS PERMANENTLY MANNED BY CTs.

<sup>6</sup> SHIPS PERMANENTLY MANNED BY CTs.

<sup>7</sup> WHEN INSTALLED.

<sup>8</sup> WHEN INSTALLED.

<sup>9</sup> WHEN INSTALLED

<sup>10</sup> WHEN INSTALLED.

<sup>11</sup> WHEN INSTALLED.

<sup>12</sup> SHIPS PERMANENTLY MANNED BY CTs.

CCC EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
CCC-38-SF (3,6,9) SYSCON INMARSAT SATCOM		X	X	X	X	X	X	X	X			X		X	X	X	X
CCC-39-SF (3,6,9) SYSCON 5KHZ SATCOM	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-40-SF (3,6,9) SYSCON INFORMATION SYSTEMS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-41-SF (3,6,9) INFORMATION ASSURANCE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
CCC-42-SF LINK 11 OPERATIONS	X				X	X	X	X	X	X	X						
CCC-43-SF LINK 16 OPERATIONS	X				X		X		X	X	X						
CCC-44-SF MULTI-LINK OPERATIONS <sup>13</sup>	X				X		X		X	X	X						
CCC-45-SF SATELLITE LINK 11 OPERATIONS <sup>14</sup>	X				X		X		X	X	X						
CCC-46-SF SATELLITE LINK 16 OPERATIONS <sup>15</sup>	X				X		X		X	X	X						

<sup>13</sup> FOR APPROPRIATELY EQUIPPED SHIPS

<sup>14</sup> FOR APPROPRIATELY EQUIPPED SHIPS

<sup>15</sup> FOR APPROPRIATELY EQUIPPED SHIPS

FSO-M EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
FSO-M-1-SF (6,12,18) BATTLE DRESSING STATION	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-2-SF (6,12,18) PERS CASUALTY TRANSPORT	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-3-SF (3,6,9) COMPOUND FRACTURES	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-4-SF (3,6,9) SUCKING CHEST WOUND	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-5-SF (3,6,9) ABDOMINAL WOUND	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-6-SF (3,6,9) AMPUTATION	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-7-SF (3,6,9) FACIAL WOUND	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-8-SF (3,6,9) ELECTRIC SHOCK	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-9-SF (6,12,18) MASS CASUALTY	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-10-SF(3,6,9) SMOKE INHALATION	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
FSO-M-11-SF(3,6,9) BURNS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

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## FSO-S EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
FSO-S-1-SF (4,8,12) DIVER REQUALIFICATION				X													
FSO-S-2-SF (6,12,18) SURFACE DECOMPRESSION				X													
FSO-S-3-SF (6,12,18) RECOMPRESSION CHAMBER TRAINING				X													
FSO-S-4-SF (4,8,12) DIVER STATION EMERGENCY				X													
FSO-S-5-SF (36,0,0) UNDERWATER HULL INSPECTION				X													
FSO-S-8-SF (6,12,18) UNDERWATER PHOTOGRAPHY				X													
FSO-S-9-SF (6,12,18) HAND-HELD SONAR TRAINING				X													
FSO-S-11-SF (6,1,18) UNDERWATER HYDRAULIC/ PNEUMATIC TOOL TRAINING				X													
FSO-S-12-SF (36,0,0) UNDERWATER CUTTING				X													
FSO-S-13-SF (36,0,0) UNDERWATER WELDING				X													
FSO-S-14-SF (12,18,24) UNDERWATER PATCH AND DE- WATER				X													
FSO-S-15-SF (6,12,18) SALVAGE PONTOON/LIFT BAG				X													
FSO-S-17-SF (36,0,0) DEMOLITION TRAINING				X													
FSO-S-18-SF (36,0,0) FMGS TRAINING				X													
FSO-S-19-SF (36,0,0) BEACH GEAR OPERATIONS				X													
FSO-S-20-SF (36,0,0) OFFSHIP FIREFIGHTING				X													
FSO-S-21-SF (12,18,24) PUMPING OPERATIONS				X													
FSO-S-22-SF (36,0,0) LIVERPOOL BRIDLE/RETRACTION				X													
FSO-S-23-SF (36,0,0) UNDERWAY TOW ALONGSIDE				X													
FSO-S-24-SF (36,0,0) RECOVERY SUBMERGED WEIGHT				X													
FSO-S-25-SF (36,0,0) HAWKING				X													



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FSO-S EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
FSO-S-26-SF (36,0,0) MULITPLE POINT MOOR				X													

INT EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /49	M C M	M H C 5 1
INT-1-SF(BF) (3,6,9) AIRCREW EVENT BRIEF					X	X	X			X	X	X	X				
INT-2-SF(BF) (3,6,9) AIRCREW EVENT DEBRIEF					X	X	X			X	X	X	X				
INT-2-SF(MS) (1,2,3) INTEL COLLECTION AND REPORTING	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
INT-3-SF(BF) (1,2,3) INTEL AREA THREAT BRIEF	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
INT-6-SF(IS) (1,2,3) INTEL INFORMATION RETRIEVAL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
INT-6-SF(OP) (3,6,9) OPERATIONAL INTELLIGENCE DATA COLLATION	X				X	X	X		X	X	X	X	X				
INT-7-SF(IS) (2,4,6) OPERATIONAL INTELLIGENCE	X				X	X	X		X	X	X	X	X			X	
INT-7-A(MS) (3,6,9) AIRBORNE MARITIME SURVEILLANCE					X	X	X			X	X	X	X				
INT-7-SF(OP) (1,2,3) INTEL SUPPORT TO FORCE PROTECTION PLANNING	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
INT-8-SF(IS) (2,4,6) IMAGERY INTERPRETATION	X								X	X	X						
INT-8-SF(OP) (2,4,6) INTEL SUPPORT TO MARITIME INTERDICTION OPERATIONS	X				X	X	X		X	X	X	X	X				
INT-10-A(MS) (3,6,9) AIRBORNE MARITIME PHOTOGRAPHY AND RIGGING					X	X	X			X	X	X	X				
INT-12-SF(MP) (6,12,18) INTEL SUPPORT TO PLANS FOR NEO	X								X	X	X						
INT-13-SF(MP) (2,4,6) IMAGERY SUPPORT TO TACTICAL STRIKE PLANNING	X								X	X	X						

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## LOG EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
LOG-3-SF (3,6,9) VERTREP		X	X														
LOG-4-SF (3,6,9)(6,12,18 FOR LHA/LHD) DAY U/W FUEL		X	X							X	X						
LOG-5-SF (3,6,9) (6,12,18 FOR LHA/LHD) NIGHT U/W FUEL		X	X							X	X						
LOG-6-SF (3,6,9) DAY U/W PROV		X	X														
LOG-7-SF (3,6,9) NIGHT U/W PROV		X	X														
LOG-8-SF (3,6,9) (6,12,18 FOR LHA/LHD) EMERG BREAKAWAY		X	X							X	X						

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MIW EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
MIW-1-SF (1,2,3) MINESWEEPING MECHANICAL GEAR																X	
MIW-2.5-SF (6,9,12) COMBO INFLUENCE MINESWEEPING <sup>1</sup>																X	
MIW-4.1.1-SF (1,2,3) MINEHUNT - SEARCH																X	X
MIW-4.1.2-SF (1,2,3) MINEHUNT-REACQUISITION																X	X
MIW-4.1.3-SF (1,2,3) MINEHUNT - VDS																X	X
MIW-4.1.4-SF (1,2,3) MINEHUNT SECONDARY PLOT																X	X
MIW-4.4-SF (2,3,6) CONTACT MARKING																X	X
MIW-4.7.1-SF (3,6,9) MNV OPS - MOORED MINES																X	X
MIW-4.7.2-SF (3,6,9) MNV OPS - BOTTOM MINES																X	X
MIW-4.7.3-SF (3,6,9) MNV OPS - LOW VIS																X	X
MIW-8.6-SF (12,18,24) TRANSITING MINEABLE WATERWAYS					X	X	X	X									
MIW-8.7-SF (3,6,9) TRANSIT SWEPT CHANNEL	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
MIW-11.1-SF (3,6,9) ROUTE SURVEY OPS																X	X
MIW-12-SF (3,6,9) Q-ROUTE MANUAL DATA COLLECTION																X	X
MIW-X3-SF (3,6,9) SONAR COND CHECK <sup>2</sup>																X	X
MIW-X14-SF (3,6,9) MINE AVOIDANCE <sup>3</sup>																X	X
MIW-X15-SF (3,6,9) EOD DIVING DRILL <sup>4</sup>																X	X
MIW-X16-SF (3,6,9) MIW ENVRNMNT RPTG <sup>5</sup>																X	X

<sup>1</sup> ALL APPLICABLE MAGNETIC AND ACOUSTIC GEAR COMBINATIONS, AS DESIGNATED BY ISIC, SHALL BE DEMONSTRATED PRIOR TO REPORTING SATISFACTORY COMPLETION.

<sup>2</sup> CONDUCT IAW BULLETIN NR MIW-3

<sup>3</sup> CONDUCT IAW BULLETIN NR MIW-1

<sup>4</sup> CONDUCT IAW BULLETIN NR MIW-2

<sup>5</sup> CONDUCT IAW BULLETIN NR MIW-4

MOB-D EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 7	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /49	M C M	M H C 5 1
MOB-D-2-SF <sup>1</sup> (3,6,12) RELIEF OF VITAL STATIONS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-3-SF (1,2,3) MANNING BATTLE STATIONS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-4-SF (3,6,12) EMERG INTERIOR COMMS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-5-SF (3,6,12) TOPSIDE DAMAGE <sup>2</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-6-SF (18,0,0) RIGHTING SHIP <sup>3</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-7-SF (6,12,18) PROV CASUALTY POWER	X	X	X		X	X	X	X	X	X	X	X		X	X		
MOB-D-8-SF (6,9,12) MAJOR CONFLAG/FBP <sup>4</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-9-SF (3,6,9) MAIN PROP SPACE FIRE (INPORT) <sup>5</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-10-SF (6,12,18) RESCUE/ASSISTANCE (IN PORT/UNDERWAY) <sup>6</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-11-SF (3,6,12) SETTING MATERIAL COND:PHASE 1 YOKE, PHASE 2 ZEBRA <sup>7</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-12-SF (3,6,12) U/W HULL DAMAGE PH 1 AND 2.	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-13-SF (3,6,9) SHORING <sup>8</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

<sup>1</sup> CONDUCT MOB-D-2-SF ICW ANY OF THE FOLLOWING: MOB-D-8, 9, 14 OR 15-SF.

<sup>2</sup> CONDUCT MOB-D-5-SF ICW ANY OF THE FOLLOWING: MOB-D-13,14 OR 15-SF.

<sup>3</sup> EXERCISE TO BE SUCCESSFULLY COMPLETED ONCE PRIOR TO DEPLOYMENT AT INTERVALS NOT TO EXCEED 18 MONTHS.

<sup>4</sup> SAMPLE MAJOR CONFLAGRATION SCENARIO CONTAINED IN STM BULLETIN 1201.

<sup>5</sup> EXERCISE TO BE SUCCESSFULLY COMPLETED BY EACH AUXILIARY STEAMING SECTION (WHEN NOT UNDERWAY) AND REPORTED AS ONE EXERCISE COMPLETION. UNDERWAY MAIN PROPULSION SPACE FIRE TRAINING REQUIREMENTS ARE DESCRIBED IN MOB-E SECTION UNDER MCBF.

<sup>6</sup> CONDUCTED BY EACH INPORT EMERGENCY TEAM AND DCRS (UNDERWAY). REPORTED AS ONE COMPLETION.

<sup>7</sup> CONDUCTED BY EACH INPORT EMERGENCY TEAM AND DCRS (UNDERWAY). REPORTED AS ONE COMPLETION.

<sup>8</sup> CONDUCTED BY EACH INPORT EMERGENCY TEAM AND DCRS (UNDERWAY). REPORTED AS ONE

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MOB-D EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
MOB-D-14-SF (1,2,3) FIRE EXTINGUISHING SMOKE CLEARING <sup>9</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-15-SF (6,12,18) CHEMICAL ATTACK	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-17-SF (6,12,18) AVIATION FUEL SYS CASUALTY										X	X	X					
MOB-D-18-SF (3,6,12) A/C CRASH AND FIRE										X	X						
MOB-D-20-SF (3,6,12) ISOLATE/PATCH DAMAGED PIPE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-21-SF (3,6,12) MAJOR FLOOD MAIN PROPULSION SPACE <sup>10</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-22-SF (3,6,12) HANGER DECK A/C FIRE										X	X						
MOB-D-24-SF (6,12,18) DARKEN SHIP	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-D-27-SF (1,2,3) HELO CRASH F/F	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
MOB-D-31-SF (3,6,9) TOXIC GAS <sup>11</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

COMPLETION.

<sup>9</sup> CONDUCTED BY EACH INPORT EMERGENCY TEAM AND DCRS (UNDERWAY). REPORTED AS ONE

COMPLETION.

<sup>10</sup> CONDUCTED BY EACH INPORT EMERGENCY TEAM AND DCRS (UNDERWAY). REPORTED AS ONE COMPLETION.

<sup>11</sup> CONDUCTED BY EACH INPORT EMERGENCY TEAM AND DCRS (UNDERWAY). REPORTED AS ONE COMPLETION.

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## MOB-E EXERCISES - STEAM SHIPS

EXERCISES	AGF	AOE 1	LCC	LHA	LHD	LPD 4	LSD 36
<b>MAIN ENGINE / SHAFTING FAMILY CORE DRILLS</b>							
MHMEB (3,6,12) HOT BRG MAIN ENG	X	X	X	X	X	X	X
MLLOP (3,6,12) LOSS L/O PRESSURE MAIN ENGINE	X	X	X	X	X	X	X
MLVMC (3,6,12) LOSS VACUUM MAIN CONDENSER	X	X	X	X	X	X	X
MMLOL (3,6,12) MAJ L/O LEAK MAIN ENGINE	X	X	X	X	X	X	X
<b>MAIN ENGINE / SHAFTING FAMILY ELECTIVE DRILLS</b>							
MHLSB (3,6,12) HOT LINE SHAFT BRG	X	X	X	X	X	X	X
MJT (3,6,12) JAMMED THROTTLE	X	X	X	X	X	X	X
MNVME (3,6,12) NOISE/VIBRATION MAIN ENGINE/SHAFT	X	X	X	X	X	X	X
<b>BOILER FEEDWATER FAMILY CORE DRILLS</b>							
MFBAC (3,6,12) FIRE BLR AIR CASE	X	X	X	X	X	X	X
MHBS (3,6,12) HEAVY BLACK SMOKE	X	X	X	X	X	X	X
MHBWL (3,6,12) HIGH WATER BOILER	X	X	X	X	X	X	X
MLBWL (3,6,12) LOW WATER BOILER	X	X	X	X	X	X	X
MLCA (3,6,12) LOSS CONTROL AIR	X	X	X	X	X	X	X
MLMFC (3,6,12) LOSS MAIN FEED CONTROL	X	X	X	X	X	X	X
MLWDT (3,6,12) LOW WATER DFT	X	X	X	X	X	X	X
MMFOL (3,6,12) MAJOR F/O LEAK	X	X	X	X	X	X	X
MWS (3,6,12) WHITE SMOKE	X	X	X	X	X	X	X
<b>BOILER FEEDWATER FAMILY ELECTIVE DRILLS</b>							
MBEX (3,6,12) BOILER EXPLOSION	X	X	X	X	X	X	X
MLOBF (3,6,12) LOSS BOILER FIRES	X	X	X	X	X	X	X
MRBT (3,6,12) RUPTURED BOILER TUBE	X	X	X	X	X	X	X
MRDFP (3,6,12) RUPTURED DFT PIPE	X	X	X	X	X	X	X

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MOB-E EXERCISES - STEAM SHIPS

EXERCISES	AGF	AOE 1	LCC	LHA	LHD	LPD 4	LSD 36
<b>ELECTRICAL FAMILY CORE DRILLS</b>							
MHBTG (3,6,12) HOT BRG SSTG	X	X	X	X	X	X	X
MLLOPT (3,6,12) LOSS L/O PRESSURE SSTG	X	X	X	X	X	X	X
MLVAC (3,6,12) LOSS VACUUM AUX CONDENSER	X	X	X	X	X	X	X
<b>ELECTRICAL FAMILY ELECTIVE DRILLS</b>							
MCCFG (3,6,12) CLASS C FIRE GEN	X	X	X	X	X	X	X
MLOLT (3,6,12) L/O LEAK SSTG	X	X	X	X	X	X	X
MNVTG (3,6,12) UNUSUAL NOISE/ VIBRATION SSTG	X	X	X	X	X	X	X
<b>INTEGRATED FAMILY CORE DRILLS</b>							
MCBF (3,6,12) B FIRE MAIN SPACE	X	X	X	X	X	X	X
MCCFS (3,6,12) CLASS C FIRE SWBD	X	X	X	X	X	X	X
MCFED (3,6,12) CLASS C FIRE EDS	X	X	X	X	X	X	X
MLSC (3,6,12) LOSS STEERING CONTROL	X	X	X	X	X	X	X
<b>INTEGRATED FAMILY ELECTIVE DRILLS</b>							
MMF (3,6,12) FLOODING MAIN SPACE	X	X	X	X	X	X	X
MMSLR (3,6,12) MAJ STEAM LEAK	X	X	X	X	X	X	X



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## MOB-E EXERCISES - GAS TURBINE SHIPS

EXERCISES	AOE6	CG47	DD963	DDG51	FFG7
<b>MAIN ENGINE DRILL FAMILY</b>					
<b>CORE DRILLS</b>					
MBGTM (3,6,12) B FIRE GTM MOD	X	X	X	X	X
MCASF (3,6,12) GT COOL AIR SYSTEM FAILURE	X	X	X	X	X
MGGG (3,6,12) GG STALL GTM	X	X	X	X	X
MLPTO (3,6,12) LOW L/O PRESSURE GTM	X	X	X	X	X
MMFOL (3,6,12) MAJOR F/O LEAK	X	X	X	X	X
MPSFP (3,6,12) POST SHUTDOWN FIRE GTM	X	X	X	X	X
<b>MAIN ENGINE DRILL FAMILY</b>					
<b>ELECTIVE DRILLS</b>					
MECUF (3,6,12) EXEC CNTRL UNIT FAILURE <sup>1</sup>		X	X		
MEPTV (3,6,12) PT VIBS HI GTM	X	X	X	X	X
MGGOS (3,6,12) GG OVERSPD GTM	X	X	X	X	X
MHTIT (3,6,12) PT INLET TEMP HI GTM	X	X	X	X	X
MLFOP (3,6,12) LOSS F/O PRESSURE MAIN ENGINE	X	X	X	X	X
MLPACC (3,6,12) LOSS OF PACC CONSOLE	X			X	
MLPLA (3,6,12) LOSS OF PLA GTM	X	X	X	X	X
MPCSF (3,6,12) PROG CONTROL FAILURE					X
MPTOS (3,6,12) PT OVERSPEED GTM	X	X	X	X	X
<b>PROPULSION DRIVE TRAIN FAMILY</b>					
<b>CORE DRILLS</b>					
MHBRG (3,6,12) HOT BRG RED GEAR	X	X	X	X	X
MHROT (3,6,12) HI REVERSE CONVERTER COUPLING OIL TEMP	X				
MLCRP (3,6,12) LOSS PITCH CONTROL		X	X	X	X
MLHOL (3,6,12) LEAK CRP/CPD SYS		X	X	X	X
MLLOL (3,6,12) MAJ L/O LEAK RED GEAR	X	X	X	X	X
MLLOPR (3,6,12) LOSS L/O PRESSURE REDUCTION GEAR	X	X	X	X	X

<sup>1</sup> Smart Ship use MLMCS (3,6,12) LOSS OF CONTROL CONSOLE

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## MOB-E EXERCISES - GAS TURBINE SHIPS

EXERCISES	AOE6	CG47	DD963	DDG51	FFG7
MRVF (3,6,12) REVERSE CONVERTER VANE FAILURE	X				
<b>PROPULSION DRIVE TRAIN FAMILY ELECTIVE DRILLS</b>					
MHLBS (3,6,12) HOT LINE SHAFT BRG	X	X	X	X	X
MLHOP (3,6,12) LOSS CRP/CPD PRESSURE		X	X	X	X
MLOLR (3,6,12) MAJ LEAK REVERSE CONVERTER COUPLING	X				
MLOPR (3,6,12) LOSS L/O PRESSURE REVERSE CONVERTER COUPLING	X				
MLSCU (3,6,12) LOSS SHAFT CONTROL UNIT	X			X	
MMTF (3,6,12) MODE TRANSITION FAILURE	X				
MNVRG (3,6,12) NOISE/VIBRATION MRG/SHAFT	X	X	X	X	X
<b>ELECTRICAL FAMILY CORE DRILLS</b>					
MBFDG (3,6,12) B FIRE SSDG ENCL	X				X
MBGGM (3,6,12) B FIRE SSGTG MOD		X	X	X	
MDGOH (3,6,12) SSDG OVERHEAT	X				X
MHBGTG (3,6,12) HOT BRG GTG				X	
MLBWL (3,6,12) LOW WATER BOILER		X	X		
MLEPC (3,6,12) LOSS OF EPCC <sup>2</sup>	X	X	X	X	X
MNVGG (3,6,12) UNUSUAL NOISE/ VIBRATION GTG		X	X	X	
MPSFG (3,6,12) POST SHUTDOWN FIRE GTG		X	X	X	
<b>ELECTRICAL FAMILY ELECTIVE DRILLS</b>					
MBPA (3,6,12) BOILER STEAM PRESSURE PART CARRIES AWAY		X	X		
MCCFG (3,6,12) CLASS C FIRE GEN	X	X	X	X	X
MGHIT (3,6,12) HI GT INLET TEMP GTG		X	X	X	
MHBDG (3,6,12) HOT BRG SSDG	X				X
MLGGO (3,6,12) LOSS L/O PRESSURE GTG		X	X	X	

<sup>2</sup> Smart Ship use MLMCS (3,6,12) LOSS OF CONTROL CONSOLE

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## MOB-E EXERCISES - GAS TURBINE SHIPS

EXERCISES	AOE6	CG47	DD963	DDG51	FFG7
MLSFC (3,6,12) LOSS STATIC FREQ CONVERTER		X			
MLSSG (3,6,12) LOSS OF S/S GEN	X				X
MOSGG (3,6,12) OVERSPEED SSGTG		X	X	X	
<b>INTEGRATED FAMILY CORE DRILLS</b>					
MCBF (3,6,12) B FIRE MAIN SPACE	X	X	X	X	X
MCCFS (3,6,12) CLASS C FIRE SWBD	X	X	X	X	X
MCFED (3,6,12) CLASS C FIRE EDS	X	X	X	X	X
MLSC (3,6,12) LOSS STEERING CONTROL	X	X	X	X	X
<b>INTEGRATED FAMILY ELECTIVE DRILLS</b>					
MLCWS (3,6,12) LOSS CHILL WATER	X	X	X	X	
MMF (3,6,12) FLOODING MAIN SPACE	X	X	X	X	X

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## MOB-E EXERCISES - DIESEL SHIPS

EXERCISES	ARS50	LSD41 LSD49	MCM	MHC51
<b>MAIN ENGINE DRILL FAMILY CORE DRILLS</b>				
MDEGM (3,6,12) MPDE GOV MALF	X	X	X	X
MDGEO (3,6,12) MPDE OVERHEAT	X	X	X	X
MLACL (3,6,12) LOSS AIR CLUTCH MPDE	X		X	
MLMCS (3,6,12) LOSS MACHINERY PLANT CONTROL SYS		X		
MLCA (3,6,12) LOSS CONTROL AIR				
MLPCA (3,6,12) LOSS PROP CONTROL AIR		X		
MMFOL (3,6,12) MAJOR F/O LEAK	X	X	X	X
<b>MAIN ENGINE DRILL FAMILY ELECTIVE DRILLS</b>				
MDECE (3,6,12) MPDE CRANKCASE EXP	X	X	X	X
MLFOP (3,6,12) LOSS F/O PRESSURE MAIN ENGINE	X	X	X	X
MLLOP (3,6,12) LOSS L/O PRESSURE MAIN ENGINE	X	X	X	
MLLPVG (3,6,12) LOSS L/O PRESSURE MPDE/IFVG				X
MMPDA (3,6,12) MAIN ENGINE MAGNETIC PARTICLE DETECTOR ALARM			X	X
MNVME (3,6,12) NOISE/VIBRATION MAIN ENGINE/SHAFT	X	X	X	
<b>PROPULSION DRIVE TRAIN FAMILY CORE DRILLS</b>				
MHBRG (3,6,12) HOT BRG RED GEAR	X	X	X	
MHTJB (3,6,12) HOT THRUST/JNL BRG				X
MLALC (3,6,12) LOSS AIR CLUTCH LLPM			X	
MLCRP (3,6,12) LOSS PITCH CONTROL	X	X	X	
MLCVSP (3,6,12) LOSS VSP PITCH CONTROL				X
MLHOL (3,6,12) LEAK CRP/CPM SYS	X	X	X	
MLHOP (3,6,12) LOSS CRP/CPM PRESSURE	X		X	
MLLOL (3,6,12) MAJ L/O LEAK RED GEAR	X	X	X	
MLLOPR (3,6,12) LOSS L/O PRESSURE REDUCTION GEAR	X	X	X	

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## MOB-E EXERCISES - DIESEL SHIPS

EXERCISES	ARS50	LSD41 LSD49	MCM	MHC51
MLOLVG (3,6,12) L/O LEAK MPDE/IFVG				X
MLVHOP (3,6,12) LOSS VSP PROP HOP				X
MLVLOP (3,6,12) LOSS VSP PROP LOP				X
MLVOL (3,6,12) LEAK VSP LOP SYS				X
<b>PROPULSION DRIVE TRAIN FAMILY ELECTIVE DRILLS</b>				
MEDSL (3,6,12) ENG SHAFT LINE LOCK				X
MHBVG (3,6,12) HOT IFVG BRG				X
MHLBS (3,6,12) HOT LINE SHAFT BRG	X	X	X	
MLISCS (3,6,12) LOSS OF ISCS CONSOLE			X	
MLMCC (3,6,12) LOSS MAIN CONTROL CONSOLE (MCC)				X
MNVMDT (3,6,12) NOISE/VIBRATION MPDE/DT				X
MNVRG (3,6,12) NOISE/VIBRATION MRG/SHAFT	X	X	X	
<b>ELECTRICAL FAMILY CORE DRILLS</b>				
MDGGM (3,6,12) SSDG GOV MALF	X	X	X	X
MDGOH (3,6,12) SSDG OVERHEAT	X	X	X	X
MFOL (3,6,12) SSDG FUEL OIL LEAK	X	X		
MHOTG (3,6,12) HI OIL TEMP GTG			X	
MLEPC (3,6,12) LOSS OF EPCC	X	X		
MLOLD (3,6,12) L/O LEAK SSDG				X
<b>ELECTRICAL FAMILY ELECTIVE DRILLS</b>				
MCCFG (3,6,12) CLASS C FIRE GEN	X	X	X	X
MDGCE (3,6,12) SSDG CRANKCASE EXP	X	X	X	X
MDGOL (3,6,12) SSDG OVERLOAD	X	X	X	X
MHBDG (3,6,12) HOT BRG SSDG			X	
MHETG (3,6,12) HI EXHST TEMP GTG			X	
MHPBG (3,6,12) HOT PED BRG SSDG		X		

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**MOB-E EXERCISES - DIESEL SHIPS**

<b>EXERCISES</b>	<b>ARS50</b>	<b>LSD41 LSD49</b>	<b>MCM</b>	<b>MHC51</b>
MLFOPD (3,6,12) LOSS F/O PRESSURE SSDG	X		X	X
MLFOPT (3,6,12) LOSS F/O PRESSURE GT			X	
MLGGO (3,6,12) LOSS L/O PRESSURE GTG			X	
MLLOPD (3,6,12) LOSS L/O PRESSURE SSDG	X		X	X
MLSSG (3,6,12) LOSS OF S/S GEN	X	X		
MMPDAD (3,6,12) SHIP SERVICE DIESEL GENERATOR MAGNETIC PARTICLE DETECTOR ALARM			X	X
MNVDG (3,6,12) NOISE/VIBRATION SSDG	X	X	X	X
MPSFMG (3,6,12) MASTER MAGN PSDF			X	
MOSGG (3,6,12) OVERSPEED SSGTG			X	
<b>INTEGRATED FAMILY CORE DRILLS</b>				
MCBF (3,6,12) B FIRE MAIN SPACE	X	X	X	X
MCCFS (3,6,12) CLASS C FIRE SWBD	X	X	X	X
MCFED (3,6,12) CLASS C FIRE EDS	X	X	X	X
MLSC (3,6,12) LOSS STEERING CONTROL	X	X	X	
<b>INTEGRATED FAMILY ELECTIVE DRILLS</b>				
MMF (3,6,12) FLOODING MAIN SPACE	X	X	X	X
MPCSF (3,6,12) PROG CONTROL FAILURE	X		X	

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## MOB-N EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
MOB-N-1-SF (6,12,18) NAV IN EW ENVIRON	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-N-2-SF (3,6,9) OPEN OCEAN NAV	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-N-3-SF (6,12,18) CONNING AND STEERING AT SEC CONN					X	X			X	X	X	X		X	X		
MOB-N-4-SF (3,6,9) PILOTING BY GYRO	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-N-5-SF (6,12,18) PRECISION ANCHORING (DAY)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-N-5-SF (6,12,18) PRECISION ANCHORING (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-N-6-SF (3,6,9) LOW VISIBILITY PILOTING	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-N-7-SF (3,6,9) PILOTING-LOSS OF GYRO	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-N-9-SF (3,6,9) LOSS OF STEERING	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
ISIC NAV ASSESSMENT (NAV CHECK RIDE) (15,18,24) <sup>1</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

<sup>1</sup> ISIC SHALL CONDUCT NAVIGATION ASSESSMENT USING APPENDIX A TO NAVDORM, CNSL-CNSP-CNAP-CNALINST 3530.4A OF 12 MAR 99.

MOB-S EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
MOB-S-1-SF (12,18,24) ASTERN REFUELING																X	X
MOB-S-2-SF (12,18,24) HEAVY WEATHER	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-3-SF (12,18,24) PRECISION ANCHORING (DAY)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-3-SF (12,18,24) PRECISION ANCHORING (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-4-SF (12,18,24) MOOR TO BUOY	X			X	X	X	X	X				X		X	X	X	X
MOB-S-5-SF (18,12,24) MOOR ALONGSIDE PIER OR SHIP AT ANCHOR	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-6-SF (3,6,9) MAN OVERBOARD <sup>1</sup> (DAY)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-6-SF (3,6,9) MAN OVERBOARD <sup>2</sup> (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-7-SF (12,18,24) PREPS ABANDON SHIP	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-8-SF (6,12,18) VERTREP	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
MOB-S-9-SF (12,18,24) U/W TRANSFER (SYNTHETIC HIGHLINE)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-10-SF (6,12,18) U/W FUEL (DAY)	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
MOB-S-10-SF (6,12,18) U/W FUEL (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
MOB-S-11-SF (6,12,18) EMERG BREAKAWAY (DAY)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	
MOB-S-11-SF (6,12,18) EMERG BREAKAWAY (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	
MOB-S-12-SF (12,18,24) TOW AND BE TOWED <sup>3</sup>	X			X	X	X	X	X				X		X	X	X	X
MOB-S-13-SF (3,6,9) HELO LAND/LAUNCH	X	X	X		X	X	X	X	X	X	X	X		X	X		
MOB-S-14-SF (12,18,24) SAREX	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
MOB-S-15-SF (12,18,24) HIFER					X	X	X	X									

<sup>1</sup> CONDUCT BOAT AND SHIP RECOVERY AND REPORT AS ONE EXERCISE COMPLETION.

<sup>2</sup> CONDUCT BOAT AND SHIP RECOVERY AND REPORT AS ONE EXERCISE COMPLETION.

<sup>3</sup> AGF CONDUCT BE TOWED PORTION ONLY.



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MOB-S EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
MOB-S-16-SF (12,18,24) U/W PROV, REARM, MSL XFER (DAY)	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
MOB-S-16-SF (12,18,24) U/W PROV, REARM, MSL XFER (NIGHT)	X	X	X	X	X	X	X	X	X	X	X	X		X	X		
MOB-S-17-SF (12,18,24) A/C RECOVERY										X	X						
MOB-S-18-SF (12,18,24) GET U/W WITH DUTY SECTION <sup>4</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
MOB-S-25-SF (3,6,9) A/C ON DECK REFUEL	X	X	X		X	X	X	X	X	X	X	X		X	X		
MOB-S-34-SF (3,6,9) RESCUE SWIMMER	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

<sup>4</sup> THIS EXERCISE SHOULD BE CONDUCTED ICW PREDEPLOYMENT PREPS TO EXERCISE DEPLOYED DUTY SECTIONS.

NCO EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
NCO-1-SF (3,6,9) PREPS FOR ELEX SPACES	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-2-SF (3,6,9) ASSISTANCE TO REMOTE SPACES	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-3-SF (6,12,18) INVESTIGATION AND REPORTING	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-4-SF (6,12,18) REPORT OF ELECTRONIC CASUALTIES	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-5-SF (6,12,18) EQUIP CASUALTY REPAIR (ELECTRONIC SYS) DURING LOSS OF LIGHTING	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-6-SF (6,12,18) USE OF INSTALLED SPARE FUSES	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-8-SF (6,12,18) PHONE CASUALTY (ELECTRONIC SYSTEM SPACES)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-9-SF (6,12,18) SECONDARY ELECTRONIC CASUALTY CONTROL	X				X	X	X	X	X	X	X	X		X	X		
NCO-10-SF (6,12,18) ELECTRONIC COOLING/CHILL WATER CASUALTY	X				X	X	X	X	X	X	X	X		X	X		
NCO-11-SF (3,6,9) CLASS C FIRE ELEX SP	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-12-SF (3,6,9) EQUIP CASUALTY REPAIR	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-13-SF (3,6,9) USE OF ECC/CSOSS MANUAL	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-14-SF (3,6,9) DRAWING EMERG ELECT SPARES	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-15-SF (3,6,9) ALT POWER SOURCE	X	X	X		X	X	X	X	X	X	X	X		X	X	X	X
NCO-16-SF (12,18,24) ECC/ESS	X	X	X		X	X	X	X	X	X	X	X		X	X	X	X
NCO-19-SF (6,12,18) SMALL ARMS QUALS <sup>1</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-28-SF (3,6,9) ROE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

<sup>1</sup> CONDUCT WEAPONS QUALIFICATION PER OPNAVINST 3591.1 (SERIES) AND  
PROFICIENCY SHOOTS PER CNSF 3300.1.

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NCO EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
NCO-29-SF (12,18,24) DEFENSE VS U/W SWIMMERS	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-30-SF (1,2,3) SHIP PENETRATION-BASIC	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-32-SF (6,12,18) TERRORIST A/C ATTACK <sup>2</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-33-SF (6,12,18) SMALL BOAT ATTACK <sup>2</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-34-SF (6,12,18) BOMB THREAT <sup>2</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-35-SF (6,12,18) HOSTAGE SITUATION	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-36-SF (12,18,24) FLOATING DEVICE	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-38-SF (6,12,18) VBSS					X	X	X	X									
NCO-39-SF (6,12,18) FORCE PROTECTION (PIERSIDE) PLANNING EXERCISE <sup>3</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-40-SF (18,24,0) FORCE PROTECTION (PIERSIDE) PLAN EXECUTION EXERCISE <sup>4</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-41-SF (6,12,18) FORCE PROTECTION (WATERSIDE) PLANNING EXERCISE <sup>5</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
NCO-42-SF (18,24,0) FORCE PROTECTION (WATERSIDE) PLAN EXECUTION EXERCISE <sup>6</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X

<sup>2</sup> CONDUCT MONTHLY WHEN DEPLOYED.

<sup>3</sup> TO BE CONDUCTED FOR WARFARE CERTIFICATION PER CHAPTER 2, SECTION 4, WITH NCO-40-SF, NCO-41-SF, AND NCO-42-SF AS ONE PLANNING AND EXECUTION PACKAGE TO PRESENT A MULTIDIMENSIONAL THREAT.

<sup>4</sup> TO BE CONDUCTED FOR WARFARE CERTIFICATION PER CHAPTER 2, SECTION 4, WITH NCO-39-SF, NCO-41-SF, AND NCO-42-SF AS ONE PLANNING AND EXECUTION PACKAGE TO PRESENT A MULTIDIMENSIONAL THREAT.

<sup>5</sup> TO BE CONDUCTED FOR WARFARE CERTIFICATION PER CHAPTER 2, SECTION 4, WITH NCO-39-SF, NCO-40-SF, AND NCO-42-SF AS ONE PLANNING AND EXECUTION PACKAGE TO PRESENT A MULTIDIMENSIONAL THREAT.

<sup>6</sup> TO BE CONDUCTED FOR WARFARE CERTIFICATION PER CHAPTER 2, SECTION 4, WITH NCO-39-SF, NCO-40-SF, AND NCO-41-SF AS ONE PLANNING AND EXECUTION PACKAGE TO PRESENT A MULTIDIMENSIONAL THREAT.

STW EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
STW-1-SF (3,6,9) MISSION DATA UPDATE <sup>1</sup>					X	X	X										
STW-2-SF (6,12,18) STRIKE ENVIRON SUP									X	X	X						
STW-21-A (6,12,18) SIM TLAM C/D LAUNCH <sup>2</sup>					X	X	X										

<sup>1</sup> CG-52 AND ABOVE. TOMAHAWK PROFICIENCY REQUIRES COMPLETION OF STW-1-SF AND STW-21-A.

<sup>2</sup> CG-52 AND ABOVE. TOMAHAWK PROFICIENCY REQUIRES COMPLETION OF STW-1-SF AND STW-21-A.

SUW EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
SUW-1-SF (3,6,9) COMBINED AIR/ SURFACE TRACKING	X	X	X		X	X	X	X	X	X	X	X		X	X		
SUW-2-SF (3,6,9) LONG RANGE PASSIVE TRACKING & TGTING					X	X	X	X									
SUW-5-SF (12,15,18) HSMST					X	X	X	X									
SUW-7-SF (12,15,18) ALT/LCL CTRL LONG RANGE FIRE, HI SPD TARGET					X	X	X	X									
SUW-9-SF (3,6,9) SURFACE TRACKING (NTDS)(AEGIS) <sup>1</sup>					X	X	X	X		X	X						
SUW-10-SF (3,6,9) OTH-T					X	X	X	X									
SUW-12-SF (6,12,18) VISUAL IDENT COUNTER	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
SUW-13-SF (6,12,18) ATTACK/REATTACK EXER FOR SSM SHIPS <sup>2</sup>					X	X	X	X									
SUW-14-SF (6,12,18) SAG LAMPS TACTICS					X	X	X	X									
SUW-17-SF (6,12,18) HI SPD SURF ENGAGEMENT (MG)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
SUW-18-SF (6,12,18) DATA BASE MGMT	X				X	X	X		X	X	X						
SUW-19-SF (6,12,18) HI SPD QUICKFIRE EXER					X	X	X	X									
SUW-20-SF (3,6,9) CONV SURF TRACKING <sup>3</sup>				X												X	X
SUW-1-I (6,12,18) OTH SURVEILLANCE, SEARCH & DETECTION					X	X	X	X									
SUW-2-I (6,12,18) SAG TACTICS W/FIXED WING A/C SUPPORT					X	X	X	X									
SUW-3-I (6,12,18) SUW FREEPLAY EXER					X	X	X	X									
SLAMEX (3,6,9)					X	X	X	X									

<sup>1</sup> TO BE CONDUCTED BY EACH CIC WATCH SECTION

<sup>2</sup> NA FOR SHIPS W/O HARPOON

<sup>3</sup> ONLY SHIPS WITH NO AIR SEARCH RADAR.

USW EXERCISES-SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
ASW-1-SF (3,6,9) SVTT LOADING					X	X	X	X									
ASW-2-SF (3,6,9) SONAR CASUALTY DRILL					X	X	X	X									
ASW-4-SF (12,0,0) LAMPS WEAPON LOADEX					X	X	X	X									
ASW-5-SF (3,6,9) OWNSHIP ACOUSTIC SIGNATURE RECOGNITION					X	X	X	X									
ASW-8-SF (3,6,9) ACTIVE ASW OPERATIONS					X	X	X	X									
ASW-11-SF (3,6,9) UNIDENT CONTACT REPORTING					X	X	X	X									
ASW-15-SF (12,0,0) SUBMARINE FAMILIARIZATION					X	X	X	X									
ASW-18-SF (6,12,18) SVTT FIRING					X	X	X	X									
ASW-19-SF (24,0,0) RTT FIRING <sup>1</sup>					X	X	X										
ASW-21-SF (3,6,9) PASSIVE ASW OPERATIONS					X	X	X	X									
ASW-22-SF (3,6,9) ASW SCREENING					X	X	X	X									
ASW-24-SF (12,18,24) ASW LAMPS ATTACK OPERATIONS					X	X	X	X									
ASW-26-SF (3,6,9) MULTI-SHIP PASSIVE TRACKING					X	X	X	X									
ASW-31-SF (24,0,0) CLOSE-IN SCREENING FOR SURFACE FORCE					X	X	X	X									
ASW-32-SF (24,0,0) PERIMETER SCREENING OF A SURFACE FORCE					X	X	X	X									
ASW-33-SF (24,0,0) BARRIER SEARCH/DEFEND AOA					X	X	X	X									
ASW-41-SF (24,0,0) LAMPS III HELO CONTROL					X	X	X	X									
ASW-42-SF (24,0,0,) SHIP/FIXED WING COORD					X	X	X	X									
ASW-45-SF (24,0,0,) ASW ENVIRON SUP BY OA DIV									X	X	X						

<sup>1</sup> VLA CAPABLE SHIPS ONLY.

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USW EXERCISES - SHIPS

EXERCISES	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 7	F G C	L C A	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
ASW-46-SF (3,6,9) ASW MISSION PLANNING					X	X	X	X									
ASW-47-SF (24,0,0) ASW COMMAND AND CONTROL					X	X	X	X									
ASW-48-SF (3,6,9) ACOUSTIC DATA COLLECTION					X	X	X	X									
ASW-49-SF (12,0,0) NON-LAMPS HELO CONTROL					X	X	X	X									
ASW-50-SF (3,6,9) ASW ATTACK OPS (SIMULATED)					X	X	X	X									
ASW-51-SF (3,6,9) ASW TORPEDO COUNTERMEASURE	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
ASW-52-SF (24,0,0) WQC-6 PROBE ALERT OPS					X	X	X										
ASW-53-SF (3,6,9) SHALLOW WATER TOWED ARRAY <sup>2</sup>					X	X	X	X									
ASW-54-SF (12,18,24) SURFACE SHIP SMALL OBJECT AVOIDANCE <sup>3</sup>					X	X	X	X									
ASW-55-SF (24,0,0) ASW PROFICIENCY MAINTENANCE					X	X	X	X									
ASW-5-I (24,0,0) SHALLOW WATER EX					X	X	X	X									
ASW-8-I (24,0,0) CHOKE POINT TRANSIT					X	X	X	X									

<sup>2</sup> ALL SQR-19 TOWED ARRAY SHIPS ONLY

<sup>3</sup> ALL KINGFISHER EQUIPPED SHIPS ONLY

AMW EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
AMW-10-SF (6,9,12) A/C BEACH RETRACT		X	X												
AMW-11-SF (3,6,9) SURF OBSERVATION						X									
AMW-14-SF (3,6,9) CARGO HANDLING FM L/C OVER BEACH		X	X												
AMW-17-SF (6,9,12) BEACHMASTER TRAFFIC CONTROL						X									
AMW-18-SF (6,9,12) BEACHMASTER SALVAGE						X									
AMW-19-SF (6,9,12) LOAD/UNLOAD CARGO/ VEHICLES OVER BEACH						X									
AMW-20-SF (6,9,12) LARC V WET WELL OPS						X									
AMW-22-SF (6,9,12) CAUSEWAY PIER OPS	X														
AMW-23-SF (6,9,12) OPEN WATER CAUSEWAY FLEXING								X							
AMW-24-SF (6,9,12) DEPLOY/RETRACT AABFS	X														
AMW-25-SF (6,12,18) LST CON AABFS	X	X													
AMW-26-SF (6,9,12) A/C ASSIST BEACHING			X												
AMW-41-SF (6,12,18) STERNGATE MARRIAGE BETWEEN LCUS		X													
AMW-43-SF (12,18,24) LCU DEPLOY/RETRACT BUOYANT AABFS		X													
AMW-44-SF (12,18,24) LCU TOWING/BEING TOWED <sup>1</sup>		X	X												
AMW-49-SF (6,9,12) ESTAB BEACHMASTER COMMAND POST						X									
AMW-50-SF (6,12,18) PHIBCB FIELD EXERCISE	X														
AMW-54-SF (3,6,9) LCAC MISSION PLANNING AND BRIEF				X											
AMW-55-SF (3,6,9) LCAC WELL DECK ARRIVAL AND DEPARTURE (DAY)				X											
AMW-56-SF (3,6,9) LCAC WELL DECK ARRIVAL AND DEPARTURE (NIGHT)				X											

<sup>1</sup> LCM-8 USE LCU EXERCISE UNTIL FXP-5 MODIFIED.



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AMW EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T M	T A C R O N	B A R G E F E R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
AMW-57-SF (3,6,9) LCAC FORMATION FLYING				X											
AMW-59-SF (3,6,9) LCAC BEACH CROSSINGS/OVERLAND OPS (DAY)				X											
AMW-60-SF (3,6,9) LCAC BEACH CROSSINGS/OVERLAND OPS (NIGHT)				X											
AMW-63-SF (6,12,18) LCAC HARBOR TRANSIT USING FMT				X											
AMW-64-SF (6,12,18) LCAC HARBOR TRANSIT (DAY)				X											
AMW-65-SF (6,12,18) LCAC HARBOR TRANSIT (NIGHT)				X											
AMW-66-SF (6,12,18) LCAC OTH OPS (DAY)				X											
AMW-67-SF (6,12,18) LCAC OTH OPS (NIGHT)				X											
AMW-68-SF (6,12,18) LCAC SHORE OPS INDOC				X											
AMW-72-SF (12,18,24) CAMP CONSTRUCTION	X														
AMW-73-SF (12,18,24) INSERT/OPER/ RETRIEVE ELCAS <sup>2</sup>	X														
AMW-74-SF (12,18,24) ASSEMBLY/DISASSY RRDF	X														
AMW-75-SF (3,6,9) WATERBORNE MEDEVAC BY LCM-8			X												
AMW-76-SF (12,18,24) INSTAL/OPER/RETRO OF ELCAS-M	X														
AMW-77-SF (12,18,24) NBG MPF EXERCISE					X										
AMW-3-I (6,12,18) CLOSE AIR SUPPORT							X								
AMW-5-I (1,2,3) SACC AIR OPS							X								
AMW-10-I (3,6,9) TACCEX							X								
AMW-11-I (6,12,18) DIRECTION OF CLOSE SUPPORT							X								
AMW-17-I (6,12,18) SACCEX							X								

<sup>2</sup> PACFLT ONLY.

AMW EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T Y T M	T A C R O N	B A R G E F E R Y	M I U W U N I T	I B U	N C W G S T A F F	M D S U	M S D	F M D D	H D C U N I T
AMW-18-I (6,12,18) LOST PLANE/EMERG TANK ASSIST							X								
AMW-19-I (3,6,9) AIR INTERCEPT CONTROL							X								
AMW-20-I (6,12,18) CONTROL ASSAULT HELO, F/W A/C							X								
AMW-23-I (3,6,9) EMERGENCY DEFENSE OF THE AMPHIBIOUS TASK FORCE							X								

AW EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M S F D E T	M D S U	M S D	F M D D	H D C U N I T
AAW-3-SF (3,6,9) RADAR/IFF TRACKING							X									
AAW-16-SF (24,0,0) LIVE AAWEX							X									
AAW-3-I (3,6,9) A/C CONTROL ACM							X									
AAW-4-I (3,6,9) LOST PLANE HOMING							X									
AAW-10-I (24,0,0) COORDINATED CAP/ MISSILE EMPLOYMENT							X									

C2W EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T M	T A C R O N	B A R G E F E R Y	M I U W U N I T	I B U	N C W G S T A F F	M S F D E T	M D S U	M S D	F M D D	H D C U N I T
C2W-3-SF (12,24,36) EXTENDED EMISSION CONTROL EXERCISE									X	X	X					X
C2W-4-SF (3,6,9) EMISSION CONTROL SETTING AND MODIFICATION									X	X	X					X
C2W-5-SF (3,6,9) SATELLITE VULNERABILITY EXERCISE									X	X	X					X

CCC EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M S F D E T	M D S U	M S D	F M D D	H D C U N I T
CCC-1-SF (3,6,9) SYSTEM CONTROL - FLEET SATELLITE BROADCAST TYPE N									X		X					X
CCC-2-SF (6,12,18) COMMUNICATIONS OPERATIONAL PLANNING									X	X	X					X
CCC-4-SF (3,6,9) SYSTEM CONTROL - SHIP TERMINATION (B, C, D & G SYSTEMS)									X		X					X
CCC-5-SF (3,6,9) SYSTEM CONTROL - SECURE/NON- SECURE VOICE									X	X	X					X
CCC-6-SF (3,6,9) R/T DRILLS	X	X	X	X	X	X	X	X	X	X	X					X
CCC-8-SF (3,6,9) TTY CIRCUIT PROCEDURES									X		X					X
CCC-9-SF (3,6,9) FLAGHOIST		X														
CCC-10-SF (3,6,9) FLASHING LIGHT <sup>1</sup>		X				X										
CCC-11-SF (3,6,9) SEMAPHORE <sup>2</sup>		X				X										
CCC-12-SF (6,12,18) IMITATIVE DECEPTION	X	X	X	X	X	X	X	X								
CCC-13-SF (6,12,18) EMERGENCY DESTRUCTION	X	X	X	X	X	X	X	X	X	X	X					X
CCC-24-SF (3,6,9) SYSTEM CONTROL - NARROWBAND/WIDEBAND SATELLITE COMMUNICATIONS SYSTEM									X		X					X
CCC-25-SF (3,6,9) SYSTEM CONTROL - SHF SATELLITE COMMS											X					X
CCC-29-SF (3,6,9) OTCIXS / TADIX SYS EXERCISE									X		X					X
CCC-30-SF (3,6,9) SYSTEM CONTROL - OTAT/OTAR									X		X					X

<sup>1</sup> PACFLT ONLY

<sup>2</sup> PACFLT ONLY

EOD EXERCISES - UNITS

EXERCISES	MCM	MOB	SHORE <sup>1</sup>	MMS MK 5/6	MMS MK 4/7	ASD	OCD	COMM	MSD
EOD-CCC-1 (3,6,9) TACTICAL COMMS	X	X	X	X	X	X	X	X	X
EOD-CCC-2 (3,6,9) EMERGENCY DESTRUCTION	X	X	X	X	X	X	X	X	X
EOD-FSO-1 (3,6,9) IMP EXPLOSIVE DEVICE	X	X	X						
EOD-FSO-2 (3,6,9) CHEM/BIO ORD		X							
EOD-FSO-3 (3,6,9) CONV ORD	X	X	X				X		
EOD-FSO-4 (3,6,9) U/W ORD	X	X	X						
EOD-FSO-5 (3,6,9) DIVING STA EMERG	X	X	X				X		
EOD-FSO-6 (3,6,9) NUKE A/I		X	X						
EOD-FSO-7 LIMPET MINE PROC.	X	X	X						
EOD-FSO-8 RECOMPRESSION CHAMBER PROCEDURES	X	X	X	X	X		X		
EOD-FSO-9 DEMOLITION PROC.	X	X	X		X		X		
EOD-INT-1 (3,6,9) INTEL COLLECTION	X	X	X						
EOD-MIW-1 (3,6,9) MINE LOCATION	X	X			X				
EOD-MIW-2 (3,6,9) MINE NEUTRALIZATION	X	X <sup>2</sup>			X		X		

<sup>1</sup> EXERCISES FOR SHORE DETS WILL BE DETERMINED BY ROC/POE

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**EOD EXERCISES - UNITS**

<b>EXERCISES</b>	<b>MCM</b>	<b>MOB</b>	<b>SHORE<sup>1</sup></b>	<b>MMS MK 5/6</b>	<b>MMS MK 4/7</b>	<b>ASD</b>	<b>OCD</b>	<b>COMM</b>	<b>MSD</b>
EOD-MIW-3 (3,6,9) MINE RECOVERY	X				X				
EOD-MIW-4 (3,6,9) INITIAL MINE TECHEVAL	X								
EOD-MIW-5 (3,6,9) DESTRUCTION OF FLOATING/DRIFT ING MINES IN BG/ARG						X			
EOD-MIW-6 (3,6,9) SMALL CRAFT VECTERING	X					X			
EOD-MOB-1 (3,6,9) RAPID DEPLOYMENT	X	X			X	X	X	X	X
EOD-MOB-2 (3,6,9) PARACHUTE INSERTION		X <sup>3</sup>	X						
EOD-MOB-3 HIE PROCEDURES	X	X							
EOD-MOB-4 HELO CAST AND RECOVERY PROC.	X	X							
EOD-MOB-5 LAND NAVIGATION	X	X							

<sup>2</sup> ONE MOBILE DETACHMENT PER MOBILE UNIT AS DETERMINED BY ROC/POE REQUIREMENTS

<sup>3</sup> ONE MOBILE DETACHMENT PER MOBILE UNIT AS DETERMINED BY ROC/POE REQUIREMENTS

FSO-M EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M A F D E T	M D S U	M S D	F M D D	H D C U N I T
FSO-M-2-SF (3,6,9) CASUALTY TRANSPORT		X	X	X					X	X	X			X		X
FSO-M-3-SF (3,6,9) FRACTURE	X	X	X	X	X	X		X	X	X	X			X		X
FSO-M-4-SF (3,6,9) CHEST WOUND	X	X	X	X	X	X		X	X	X	X			X		X
FSO-M-5-SF (3,6,9) ABDOMINAL WOUND	X	X	X	X	X	X		X	X	X	X			X		X
FSO-M-6-SF (3,6,9) AMPUTATION	X	X	X	X	X	X		X	X	X	X			X		X
FSO-M-7-SF (3,6,9) FACE WOUND	X	X	X	X	X	X		X	X	X	X			X		X
FSO-M-8-SF (3,6,9) SF ELECT SHOCK	X	X	X	X	X	X		X	X	X	X			X		X
FSO-M-10-SF (3,6,9) SMOKE INHALATION	X	X	X	X	X	X		X	X	X	X			X		X
FSO-M-11-SF (3,6,9) BURNS	X	X	X	X	X	X		X	X	X	X			X		X



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## FSO-S EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M S F D E T	M D S U	M S D	F M D D	H D C U N I T
MDSU-FSO-S-1-SF (4,8,12) DIVER REQUALIFICATION													X		X	
MDSU-FSO-S-2-SF (6,12,18) SURFACE DECOMPRESSION													X			
MDSU-FSO-S-3-SF (4,8,12) RECOMPRESSION CHAMBER TRAINING													X		X	
MDSU-FSO-S-4-SF (4,8,12) DIVER STATION EMERGENCY													X		X	
MDSU-FSO-S-5-SF (12,24,36) UNDERWATER HULL INSPECTION													X		X	
MDSU-FSO-6-SF (12,24,36) RUNNING GEAR CLEANING															X	
MDSU-FSO-7-SF (12,24,36) SONAR DOME INSPECTION AND REPAIR															X	
MDSU-FSO-S-8-SF (6,12,18) UNDERWATER PHOTOGRAPHY													X		X	
MDSU-FSO-S-9-SF (6,12,18) HAND-HELD SONAR TRAINING													X			
MDSU-FSO-10-S-SF (12,24,36) COFFERDAM INSTALLATION													X		X	
MDSU-FSO-S-11-SF (6,12,18) UNDERWATER HYDRAULIC/PNEUMATIC TOOL TRAINING													X		X	
MDSU-FSO-S-12-SF (12,24,36) UNDERWATER CUTTING													X		X	
MDSU-FSO-S-13-SF (12,24,36) UNDERWATER WELDING													X		X	
MDSU-FSO-S-14-SF (12,24,36) UNDERWATER PATCH AND DE-WATER													X		X	
MDSU-FSO-S-15-SF (6,12,18) SALVAGE PONTOON/LIFT BAG													X			
MDSU-FSO-S-16-SF (12,24,36) HARBOR CLEARANCE													X			
MDSU-FSO-S-17-SF (12,24,36) DEMOLITION TRAINING													X		X	
MDSU-FSO-S-18-SF (12,24,36) FMGS TRAINING													X			
MDSU-FSO-S-19-SF (12,24,36) BEACH GEAR OPERATIONS													X			
MDSU-FSO-S-20-SF (12,24,36) OFFSHIP FIREFIGHTING													X			

FSO-S EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M S F D E T	M D S U	M S D	F M D D	H D C U N I T
MDSU-FSO-S-21-SF (12,24,36) PUMPING OPERATIONS													X			
MDSU-CCC-1-SF (12,24,36) COMMAND, CONTROL, COMMUNICATIONS													X		X	
MDSU-MOB-1-SF (12,24,36) RAPID LOAD-OUT (AIR)													X		X	
MDSU-MOB-2-SF (12,24,36) RAPID LOAD-OUT (TRUCK)													X		X	
MDSU-MOB-3-SF (12,24,36) MDSU LOAD-OUT (SHIP)													X		X	

INT EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T M	T A C R O N	B A R G E F E R Y	M I U U N I T	I B U	N C U W G S T A F F	M D S D	M S D	F M D D	H D C U N I T
INT-6-SF(IS) (1,2,3) INTEL INFORMATION RETRIEVAL							X		X		X				X
INT-2-SF(MS) (1,2,3) INTEL COLLECTION AND REPORTING							X		X		X				X
INT-7-SF(IS) (2,4,6) OPERATIONAL INTELLIGENCE							X		X		X				X
INT-6-SF(OP) (3,6,9) OPERATIONAL INTELLIGENCE DATA COLLATION							X		X		X				X
INT-3-SF(BF) (1,2,3) INTEL AREA THREAT BRIEF							X		X		X				X
INT-12-SF(MP) (6,12,18) INTEL SUPPORT TO PLANS FOR NEO							X		X						
INT-7-SF(OP) (1,2,3) INTEL SUPPORT TO FORCE PROTECTION PLANNING							X		X		X				X

MOB-D EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N I U W G S T A F F	M D S D	M S D	F M D D	H D C U N I T
MOB-D-1-SF (24,0,0) MESSING AT BATTLE STATIONS									X	X	X				X
MOB-D-2-SF(3,6,12) RELIEF OF VITAL STATIONS									X	X	X				X
MOB-D-3-SF(1,2,3) MANNING BATTLE STATIONS									X	X	X				X
MOB-D-L02 (3,6,9) FIRE EXT/SMOKE CLEARANCE <sup>1</sup>				X											
MOB-D-L03 (3,6,9) CRAFT FIRE IN WELL DECK <sup>2</sup>				X											
MOB-D-L05 (3,6,9) CARGO DECK FIRE <sup>3</sup>				X											
MOB-D-9-SF (3,6,9) MAIN SPACE FIRE		X								X					
MOB-D-11-SF (3,6,12) SETTING MATERIAL CONDITIONS		X								X					
MOB-D-12-SF (3,6,12) UNDERWATER HULL DAMAGE		X													
MOB-D-13-SF(3,6,9) SHORING		X								X					
MOB-D-14-SF (3,6,9) FIRE EXT/SMOKE CLEARANCE		X								X					
MOB-D-20-SF (3,6,12) ISOLATE/PIPE PATCH		X								X					
MOB-D-21-SF (3,6,9) MAJOR FLOOD PROPULSION SPACE		X								X					
MOB-D-23-SF (3,6,9) LOCATE DC FITTINGS		X													
MOB-D-24-SF (1,2,3) DARKEN SHIP		X								X					
MOB-D-28-SF (12,24,0) CBR WARFARE DEFENSE	X	X	X	X	X	X			X	X	X		X		X
MOB-D-29-SF (3,6,12) LARK V P-250 D/WATER						X									
MOB-D-30-SF (3,6,12) LCAC CARGO DECK FIRE				X											

<sup>1</sup> EXERCISE CONTAINED IN SEAOPS MANUAL

<sup>2</sup> EXERCISE CONTAINED IN SEAOPS MANUAL

MOB-E EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y G R M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N I U W G S T A F F	M D S D	F M D D	H D C U N I T
MOB-E-004-SF (3,6,9) JAMMED RUDDER		X	X							X				
MOB-E-005-SF (3,6,9) MAJOR FO LEAK		X	X					X		X				
MOB-E-007-SF (3,6,9) NOISE M.E./MRG								X		X				
MOB-E-011-SF (3,6,9) CLASS C FIRE SWBD		X							X	X	X			X
MOB-E-012-SF (3,6,9) CLASS C FIRE GEN		X							X	X	X			X
MOB-E-015-SF (3,6,9) LOSS CPP PITCH CONTROL				X										
MOB-E-016-SF (3,6,12) OVERHEATING DIESEL		X	X					X	X	X	X			X
MOB-E-L37 (3,6,9) LOSS OF GENERATOR <sup>1</sup>				X										
MOB-E-L41 (3,6,9) OVER TEMP/FIRE IN APU COMPARTMENT <sup>2</sup>				X										
MOB-E-110-SF (3,6,9) JAMMED THROTTLE								X		X				
MOB-E-200-SF (3,6,9) CRANKCASE EXPLOSION		X	X					X		X				
MOB-E-201-SF (3,6,9) SSDG CRANKCASE EXP		X							X	X	X			X
MOB-E-202-SF (3,6,9) NOISE/VIB MPDE		X						X		X				
MOB-E-203-SF (3,6,9) NOISE/VIB IN SSDG		X							X	X	X			X
MOB-E-204-SF (3,6,9) LOW/LOSS LO MPDE		X	X					X						
MOB-E-205-SF (3,6,9) LOSS/LOW PRESS SSDG		X							X	X	X			X
MOB-E-206-SF (3,6,9) LOSS LO PRESS/MP		X	X							X				
MOB-E-207-SF (3,6,9) LOSS FO PRESS SSDG		X							X	X	X			X
MOB-E-208-SF (3,6,9) MPDE GOV MALFUNCTION		X	X					X		X				
MOB-E-212-SF (3,6,12) GENERATOR OVERLOAD		X												

<sup>1</sup> EXERCISE CONTAINED IN SEAOPS MANUAL

<sup>2</sup> EXERCISE CONTAINED IN SEAOPS MANUAL

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MOB-E EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N I U W G S T A F F	M D S D	F M D D	H D C U N I T
MOB-E-306-SF (3,6,12) POST SHUTDOWN FIRE/PTC				X										
MOB-E-307-SF (3,6,12) CLASS B FIRE TURB MODULE				X										
MOB-E-309-SF (3,6,12) GT OVERSPEED				X										
MOB-E-310-SF (6,12,18) PWR TURBINE OVERSPEED				X										
MOB-E-313-SF (3,6,12) CLASS B FIRE GTG MODULE				X										
MOB-E-317-SF (6,12,18) LOW LO PRESS GTG				X										
MOB-E-319-SF (3,6,12) POST SUTDOWN FIRE GTG				X										
MOB-E-328-SF (3,6,12) LOSS ME FO PRESS				X										

MOB-N EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R Y	M I U W U N I T	I B U	N I U W G S T A F F	M D S D	F M D D	H D C U N I T
MOB-N-4-SF (6,9,12) PILOTING BY GYRO		X												
MOB-N-6-SF (3,6,9) LOW VIS PILOTING		X												
MOB-N-7-SF (3,6,9) LOSS OF GYRO		X												

MOB-S EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N I U W G S T A F F	M D S D	F M D D	H D C U N I T
MOB-S-2-SF (12,24,36) HEAVY WEATHER										X				
MOB-S-3-SF (6,9,12) PRECISION ANCHORING		X		X						X				
MOB-S-4-SF (18, 12, 24) MOORING TO BUOY		X												
MOB-S-5-SF (3,6,9) MOORING TO PIER/SHIP		X	X					X		X				
MOB-S-6-SF (3,6,9) MAN OVERBOARD		X	X					X		X				
MOB-S-7-SF (6,12,18) PREP ABANDON SHIP		X								X				
MOB-S-12-SF (6,12,18) TOW AND BE TOWED				X						X				
MOB-S-14-SF (3,6,9) SAREX							X		X	X				
MOB-S-26-SF (3,6,9) MOUNT OUT SEL ELEM/DET	X				X		X	X						
MOB-S-27-SF (3,6,9) LARC ENTER LEAV SURF						X								
MOB-S-28-SF (3,6,9) LARC MAN OVERBOARD						X								
MOB-S-29-SF (3,6,9) LCM 8 EMERG RAMP RAISE						X								
MOB-S-31-SF (3,6,9) LCAC MAN OVERBOARD				X										
MOB-S-32-SF (6,9,12)) LCAC PREP ABANDON CRAFT				X										



NCO EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B H P T Y G T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N C W G S T A F F	M S F D E T	M D S U	M S D	F M D D	H D C U N I T
NCO-4-SF (6,12,18) REPORT OF ELECTRONIC CASUALTIES														X		
NCO-5-SF (6,12,18) EQUIP CASUALTY REPAIR (ELECTRONIC SYS) DURING LOSS OF LIGHTING														X		
NCO-6-SF (6,12,18) USE OF INSTALLED SPARE FUSES														X		
NCO-7-SF (6,12,18) USE OF EMERGENCY POWER IN ELECTRONIC SYSTEM SPACES														X		
NCO-12-SF (3,6,9) EQUIP CASUALTY REPAIR														X		
NCO-19-SF (6,12,18) SMALL ARMS QUALS <sup>1</sup>														X		
NCO-28-SF (3,6,9) ROE														X		
NCO-29-SF (12,18,24) DEFENSE VS U/W SWIMMERS														X		
NCO-30-SF (1,2,3) SHIP PENETRATION-BASIC														X		
NCO-30-SF (1,2,3) SHIP PENETRATION-ADVANCED														X		
NCO-32-SF (6,12,18) TERRORIST A/C ATTACK <sup>2</sup>														X		
NCO-33-SF (6,12,18) SMALL BOAT ATTACK <sup>2</sup>														X		
NCO-34-SF (6,12,18) BOMB THREAT <sup>2</sup>														X		
NCO-35-SF (6,12,18) HOSTAGE SITUATION														X		
NCO-36-SF (12,18,24) FLOATING DEVICE														X		
NCO-39-SF (6,12,18) FORCE PROTECTION (PIERSIDE) PLANNING EXERCISE														X		
NCO-40-SF (18,24,0) FORCE PROTECTION (PIERSIDE) PLAN EXECUTION EXERCISE														X		

<sup>1</sup> CONDUCT WEAPONS QUALIFICATION PER OPNAVINST 3591.1 (SERIES) AND  
PROXICIENCY SHOOT PER CNSF 3300.1.

<sup>2</sup> CONDUCT MONTHLY WHEN DEPLOYED.

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## NCO EXERCISES-UNITS

NCO-41-SF (6,12,18) FORCE PROTECTION (WATERSIDE) PLANNING EXERCISE															X		
NCO-42-SF (18,24,0) FORCE PROTECTION (WATERSIDE) PLAN EXECUTION EXERCISE															X		

NSW EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T M	T A C R O N	B A R G E F E R Y	M I U W U N I T	I B U	N I U W G S T A F F	M D S D	F M D D	H D C U N I T
NSW B-1.02 (24,0,0) FORWARD BASE DEFENSE EXERCISE <sup>1</sup>										X				
NSW B-1.08 (24,0,0) DIRECT FIRE SUPPORT EXERCISE <sup>2</sup>										X				
NSW B-1.10 (3,6,9) CONTACT TRACKING EXERCISE										X				
NSW B-1.11 (24,0,0) HIGH SPEED ATTACK EXERCISE <sup>3</sup>										X				
NSW B-1.12 (6,12,18) CONVOY SUPPORT EXERCISE										X				
NSW B-1.14 (3,6,9) ENGAGE SURFACE CONTACT EXERCISE										X				
NSW B-1.15 (12,24,36) TARGET ILLUMINATION EXERCISE										X				
NSW B-1.16 (12,24,36) COMBAT FIRST AID / MEDICAL EVACUATION										X				
NSW B-1.17 (12,24,36) COMBAT SEARCH AND RESCUE EXERCISE										X				
NSW B-1.18 (12,24,36) LIVE FIRE SMALL ARMS PROFICIENCY EXERCISE										X				

<sup>1</sup> WHEN REQUIRED BY OPSKED AND/OR ISIC

<sup>2</sup> WHEN REQUIRED BY OPSKED AND/OR ISIC

<sup>3</sup> WHEN REQUIRED BY OPSKED AND/OR ISIC

SUW EXERCISES-UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T Y M	T A C R O N	B A R G E F E R Y	M I U W U N I T	I B U	N I U W G S T A F F	M D S D	F M D D	H D C U N I T
SUW-9-SF (3,6,9) SURFACE TRACKING									X					
SUW-17-SF (12,24,36) SHORT RANGE, HIGH SPEED SURFACE ENGAGEMENT WITH MACHINE GUNS										X				
SUW-19-SF (12,24,36) HIGH SPEED, QUICKFIRE EXERCISE										X				

USW EXERCISES - UNITS

EXERCISES	P H I B C B	L C U	L C M 8	L C A C	B E A C H G R P	B C H P T M	T A C R O N	B A R G E F E R R Y	M I U W U N I T	I B U	N I U W G S T A F F	M D S D	F M D D	H D C U N I T
ASW-11-SF (6,12,18) UNIDENTIFIED CONTACT REPORTING									X					
ASW-21-SF (6,12,18) PASSIVE ASW OPERATIONS									X					
ASW-33-SF (24,0,0) SEARCH/DEFEND OBJECTIVE AREA <sup>1</sup>									X					
ASW-37-SF (6,12,18) CONTACT MANAGEMENT AND MULTI-SENSOR CORRELATION									X					
ASW-46-SF (6,12,18) ASW MISSION PLANNING									X					
ASW-5-I <sup>2</sup> (24,0,0) SHALLOW WATER EXERCISE									X					

<sup>1</sup> WHEN REQUIRED BY ISIC AND/OR OPSKED

<sup>2</sup> WHEN REQUIRED BY ISIC AND/OR OPSKED

ADDITIONAL EXERCISES FOR MOBILE SECURITY DETACHMENTS

EXERCISES
MDSU-MOB-01 (12,18,24) RAPID DEPLOYMENT PROCEDURES
MDSU-MOB-02 (12,18,24) RAPID LOADOUT (AIR TRANSPORTATION)
MDSU-MOB-03 (12,18,24) RAPID LOADOUT (SHIP TRANSPORTATION)
NSW B-1.02 (6,12,18) FORWARD BASE/MOBILE SEABASE DEFENSE
NSW B-1.08 (6,12,18) COMBAT CRAFT DIRECT FIRE SUPPORT
NSW B-1.09 (6,12,18) PATROL TACTICS
NSW B-1.11 (6,12,18) HIGH SPEED ATTACK
NSW B-1.12 (6,12,18) CONVOY SUPPORT
NSW B-1.14 (6,12,18) ENGAGE SURFACE CONTACT
NSW B-1.16 (6,12,18) COMBAT FIRST AID/MEDEVAC
NSW B-1.18 (6,12,18) LIVE FIRE SMALL ARMS SKILLS PROFICIENCY
MOB B-2.01 (12,18,24) FIRE ON CRAFT EXERCISE
MOB B-2.02 (12,18,24) CBR OPERATION
MOB B-2.06 (3,6,9) NAVIGATION EXERCISE
MOB B-2.09 (6,12,18) PATROL TACTICS
MOB B-2.10 (3,6,9) OPERATIONAL EQUIPMENT CASUALTY

MOB B-2.12 (3,6,9) LOW-VISIBILITY PILOTING
MOB B-2.13 (3,6,9) ENGINEERING CASUALTY
MOB B-2.14 (3,6,9) MOORING EXERCISE
MOB B-2.15 (3,6,9) TOWING EXERCISE
MOB B-2.16 (3,6,9) DAMAGE CONTROL CASUALTY
MOB B-2.17 (3,6,9) WEAPON SYSTEMS CASUALTY
MOB B-2.20 (3,6,9) RESCUE AND ASSISTANCE DAMAGE CONTROL SKILLS
CCC B-3.02 (6,12,18) EMERGENCY DESTRUCTION OF CLASSIFIED MATERIAL
CCC B-3.03 (6,12,18) OPERATIONAL DECEPTION
CCC B-3.04 (6,12,18) COMMUNICATIONS EXERCISE
CCC B-3.05 (6,12,18) INCIDENT REACTION
INT B-4.01 (1,2,3) SURFACE CONTACTS RADAR AND VISUAL IDENTIFICATION
INT B-4.02 (6,12,18) COASTAL SURVEILLANCE/ INTELL COLL.
INT B-4.03 (6,12,18) ESCAPE AND EVASION
INT B-4.04 (3,6,9) MISSION PLANNING EXERCISE
SUW-17-SF (6,12,18) HIGH SPEED SURFACE ENGAGEMENT

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APPENDIX B

TRAINING READINESS CAPPING

- Ref: (a) COMINWARCOMINST 3370.1 (Series) (Minimum IDTC Standards for Surface Mine Warfare Vessels)  
(b) NWP 1-03.3 (Status of Resources and Training System (SORTS))  
(c) COMNAVSURFORINST 3540.1 (Engineering Operations Assessment, Training, and Qualification for Conventionally Powered Surface Ships)

B-101. **General.** Due to the structuring of mission area training requirements, overall percentages of exercise completions often do not give a true indication of actual combat readiness. There are special requirements (e.g., weapons firings and use of live services) and circumstances (e.g., failure of a major operational inspection), whose importance should override the normal C/M-rating computation process. In the event one of these occurs, the normal training readiness calculation procedure (Chapter 4, Section 2) will continue; however, the SORTS-reported result will be no higher than the cap imposed. These overrides, discussed below, apply only to the training elements of the SORTS mission/ resource categories. For example, only one of two missile exercises successfully completed will result in an M2 cap in the AW PRMAR, while being designated by ISIC for restricted operations due to failure to meet minimum propulsion plant readiness requirements for unrestricted operations will result in an M4 cap in the MOB training M-rating and a C4 cap in CRTNG.

B-102. **Mission Area Caps**

a. **AMW.** AMW readiness is dependent upon participation in two critical sequential training events: Amphibious warfare specialty training (individual ship training) and then participation in an amphibious exercise (multi-ship training). CRUDES AMW readiness is dependent upon completion of NSFS qualification/ requalification.

(1) For CRUDES units, M-4 cap for failure or expired NSFS qualification (FIREX-I)/ requalification (FIREX-II), including newly commissioned ships which have not completed initial qualification, if AMW is a primary mission area.

(2) M-3 cap for failure to complete Amphibious Specialty Warfare Training in the case of amphibious units.

(3) M-2 cap for non-participation in a multi-ship amphibious exercise prior to scheduled deployment.

(4) Resume normal reporting upon clearing of the capping limitation. If a ship that has not had Amphibious Warfare Specialty Training participates in an amphibious exercise then successful participation will remove the M-3 cap.

b. **AW.** See figure B-1 for AW mission area M-rating flow chart.

(1) M2 if only 1 of 2 required missile exercises successfully completed within last 24 (SM2 and NSSMS/RAM ships).

(2) M2 if self defense or air defense gun system (MK15, MK45 OR MK75) not fired within last 90 days (no specific exercise is required, PACFIRE IAW PMS will suffice).

(3) M2 if no live air tracking conducted within last 90 days (no specific exercise or dedicated services required, tracking targets of opportunity will suffice).

(4) M3 if any two of aforementioned M2 caps apply.

(5) M3 if 0 of 1 required missile exercises successfully completed within last 24 months (NSSMS only, RAM only ships).



(6) M3 if 0 of 2 required missile exercises successfully completed within last 24 months (SM2 and NSSMS/RAM ships).

(7) Resume normal reporting upon clearing of capping limitation.

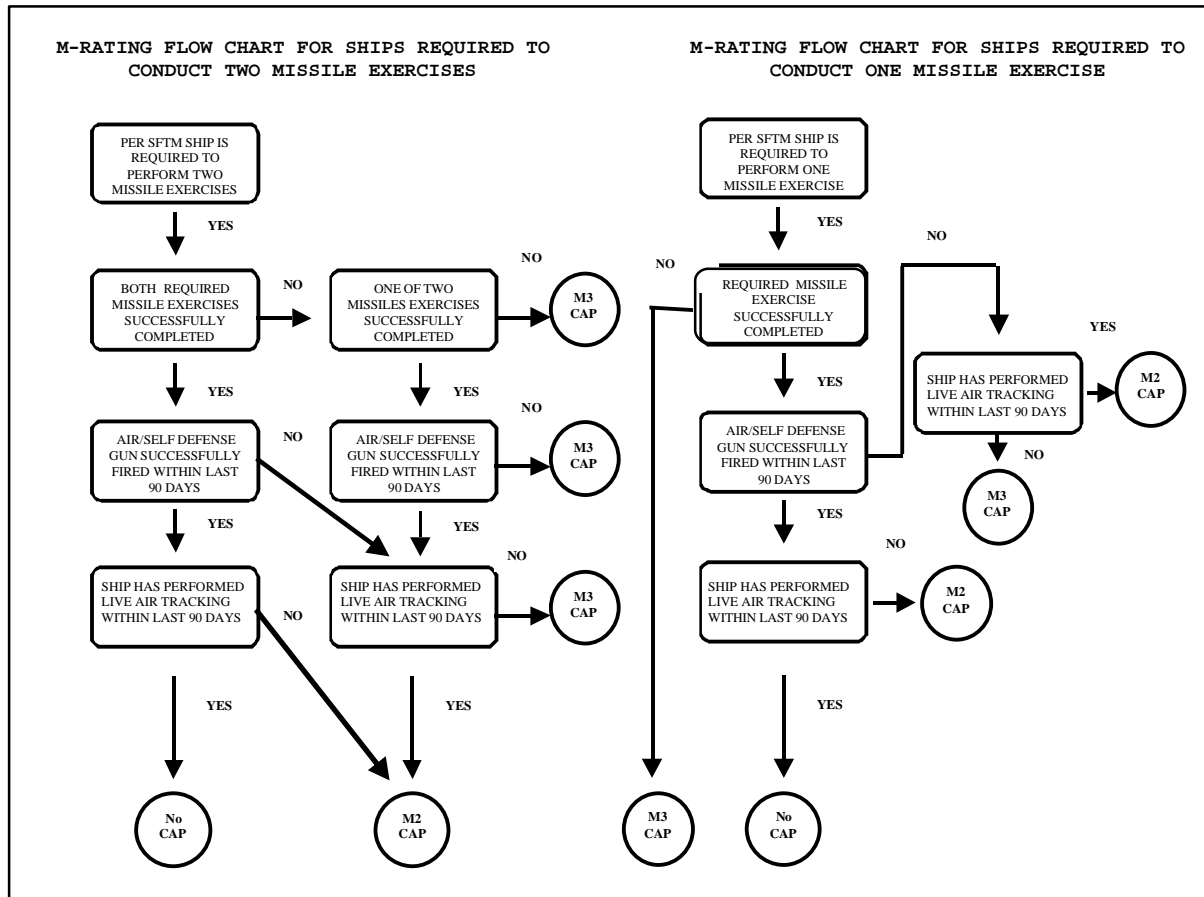


Figure B-1 M-RATING FLOW CHART FOR MISSILE EXERCISES

c. C2W

(1) M2 cap if ESM detection and analysis exercise (C2W-2-SF) not conducted with live services in the last six months.

(2) M2 cap if live chaff firing exercise (C2W-11-SF) is not conducted during the IDTC.

(3) M2 cap if EW Assessment examination (C2W-14-SF) is not completed and/or a shipboard average of 70% is not achieved.

(4) M2 cap if ship scores below 80% on CT Qualification Assessment Examination.

(5) Resume normal reporting upon clearing of the capping limitation.

d. CCC and MOB

- (1) M2 cap if ship is not underway overnight in the last 30 days.
- (2) M3 cap if ship is not underway overnight in the last 60 days.
- (3) M3 cap if ISIC NAV Assessment has not been conducted in the last 18 months.
- (4) Resume normal reporting upon clearing of the capping limitation.

e. MIW. MIW readiness is dependent upon meeting MIW and integrated MCM exercise requirements involving SMCM, AMCM, and EOD MCM assets. Reference (a) contains additional guidance.

- (1) M3 cap for non-participation in a RONEX; or for FDNF: FOAL EAGLE or MINEX.
- (2) M4 cap for failure to complete MIW assessment. Reference (a) pertains.
- (3) Resume normal reporting upon clearing of the capping limitation. Successful participation in one of the exercises listed in subparagraph (1) will remove the M3 or M4 cap for a ship that has not completed MCM assessment as outlined in reference (a).

f. STW.

- (1) M-4 cap for failed or expired Cruise Missile Tactical Qualification including newly converted/commissioned ships that have not completed initial qualification.

g. SUW

- (1) M2 cap if no live firing with ship's main gun battery in the last 90 days. (No specific exercise is required. PACFIRE IAW PMS will suffice.)
- (2) M3 cap for failure or expiration of Cruise Missile Tactical Qualification, including newly converted/commissioned ships that have not completed initial qualification.
- (3) Resume normal reporting upon clearing of the capping limitation.

h. USW

- (1) M2 cap if no live active/passive contact, as defined in paragraph 4305.a.(2) and Figure 5.2.1, in the last 90 days..
- (2) M2 cap if the ASW-24-SF, LAMPS Attack Operations, has not been conducted in the last 12 months
- (3) M2 cap if the ASW-18 SF, SVTT Firing, has not been conducted in the last 6 months
- (4) M3 cap if the ASW-18-SF, SVTT Firing, has not been conducted for 12 months.
- (5) M2 cap if the ASW-19-SF, RTT Firing, has not been conducted in the last 24 months.
- (6) M3 cap overall in USW Warfare if any two or more of the above caps are applicable
- (7) Resume normal reporting upon clearing of the capping limitation.

B-103. Inspection/Evolution/Certification Caps. Reference (b) states that the failure of a major inspection will result in an initial M-rating of M4 for the appropriate mission area, and an initial C-rating of C4 in the training and/or equipment resource area as appropriate. As equipment and training deficiencies are corrected, mission and resource area status should be upgraded as appropriate.

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a. For Restricted Operations (RO), as described in reference (c) for level of knowledge, fire fighting (training related), or operations failure: C4 in CRTNG and M4 in MOB mission area. Ships will retain the C4/M4 cap until ISIC certifies ship for unrestricted operations.

b. For failure to perform OCSOT/AAW Detect-to-Engagement:

(1) C4 in CRTNG and M4 in any mission area evaluated Unsatisfactory.

(2) Resume normal reporting upon satisfactory completion of OCSOT/AAW Detect-to-Engagement.

c. For failure to complete MIW evaluation:

(1) M4 cap in MIW.

(2) C4 cap in appropriate resource categories.

(3) Resume normal reporting upon successful completion of subsequent reinspection or reevaluation of failed areas.

B-104. In each of the above situations, the ship will continue normal TRNGREP reporting. It will make appropriate SORTS changes as occurring, provided those changes result in the mission area being at the capped level or at a lower M-rating. If the normal computation procedure makes the M-rating higher than the capped level, the capped level will be used for SORTS reporting purposes. If the normal computation procedure makes the M-rating lower than the capped level, the lower rating will be used. Reporting caps apply regardless of the training phase in which the ship is operating. In reporting capped mission area, the following reason codes will be assigned in Part I with amplifying Part II comments:

TIP - For cap due to inspection failure.

THH - For cap due to incomplete firing or proficiency test.

THF - For cap due to failed firing or proficiency test.

TZZ - For any other training-related cap.

For example, a CG 47 class ship which has completed 86% of its AW training requirements (M1 training level), but has conducted only one of two required missile exercises, is capped at M3. The ship must use M3 for AW training (in SORTS computations) and report "THH" as the reason code. If the ship's training exercise percentage were 54.9% or below, the ship would be required to use M4 for training in SORTS calculations.

## APPENDIX C

### EXERCISE EQUIVALENCIES

C-101. **General.** The following matrix lists those exercises approved for readiness reporting under the type commanders' exercise equivalency program. This exercise equivalency program includes only scenarios run on own ship's systems whether generated from shore-based/mobile (van) scenario generators or embedded/on board scenario generators. As discussed in Chapter 1, the use of simulation devices offers great advantages in improving proficiency in performance. Simulated practice for anticipated exercises will invariably improve execution of the actual event. Procedures exercised in port will be executed more smoothly at sea. The preparation for every operation should include the use of simulation as part of normal preparation. As these systems become more widely distributed, specific requirements for their use will be promulgated.

C-102. **Scope.** As indicated in Article 4206, equivalencies will not be granted for actual weapons firings except as noted therein. In addition, specific exercises designated as readiness caps must be satisfactorily performed. Exercises claimed by equivalence will not remove or negate caps.

C-103. **Reporting.** Credit for equivalencies will be obtained by reporting completion in accordance with Article 4304.c.

#### C-104. Approved Scenario Generation Devices

##### a. Shore-based (including portable):

TACDEW	Tactical Advanced Combat Direction and Electronic Warfare System
ITS/TC	Integrated Training System/Trainer Control Device
20B4	Mobile Combat Systems Trainer, Device 20B4
20B5	Mobile Combat Systems Trainer, Device 20B5
20E19	NGFS Training Device
CMTpc	Cruise Missile Trainer Portable Computer
PROVT	Portable Radar Operator Video Trainer
BFTT Portable	Portable Battle Force Tactical Training System (Formerly Carry-On Combat System Trainer)

##### b. On board/embedded:

BFTT	Battle Force Tactical Training System
	CG 47: AN/USQ-T46A(V)2
	DDG 51: AN/USQ-T46A(V)3
	DD 963: AN/USQ-T46A(V)5
	FFG 7: (under review)
	LHA 1: AN/USQ-T46A(V)6
	LHD 1: AN/USQ-T46A(V)7
	LSD 41/49: AN/USQ-T46A(V)8
ACTS	AEGIS Combat Training System, MK 29 & MK 50
VSS	Video Simulation System, SM-441
SSQ-89 OBT	AN/SSQ-89 On Board Training Device
T5/T6	Passive/Active AEGIS AN/SQS-53A Sonar Simulator - USED?
BEWT	BFTT Electronic Warfare Trainer
EWOBT	S10H7 Electronic Warfare On Board Trainer (EWOBT)
SSQ-91	Combat System Training System AN/SSQ-91 for LHD
SSQ-94	Mine Countermeasures Simulator AN/SSQ-94 for MCM/MHC
MK92 SGP	MK 92 Scenario Generation Program (FFG 7 class)
CMTpc	Cruise Missile Personal Computer
SG&R	Scenario Generator and Reconstruction Application on the Advanced Tomahawk Weapons Control System

#### C-105. Legend:

X<sub>C</sub> = CORT FFGs  
X<sub>D</sub> = ACTS with DS3Q

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X<sub>F</sub> = All SQQ-89 equipped ships, excepting FFG 7 class  
X<sub>L</sub> = Can accomplish except no Link-4A capability  
X<sub>M</sub> = Requires multi-ship  
X<sub>S</sub> = Can qualify standalone (multi-ship not required)  
X<sub>T</sub> = Can accomplish with TSSS installed with BFTT system  
X<sub>32</sub> = Simulation with AN/SLQ-32 only

EXERCISE EQUIVALENCIES

FXP EXERCISES	SHORE AND PORTABLE SG&C DEVICES								SHIPBOARD SG&C DEVICES													
	T A C D E W	T C D	C M T p c / S G & R	2 0 E 1 9	2 0 B 4	2 0 B 5	P R O V T	B F T T P O R T	B F T T C G	B F T T D G	B F T T D D	B F T T L H A	B F T T L H D	B F T T L S D	A C T S	V S S	S Q Q 8 9 0 B T	T 5 / T 6	B E W T	C S T S Q 91	M C S S Q 94	M K 9 2 S G P
AMW EXERCISES EQUIVALENCIES																						
AMW-18-I (6,12,18)							X	X				X	X	X <sub>T</sub>						X		
AMW-20-I (6,12,18)								X				X	X	X <sub>T</sub>						X		
AW EXERCISE EQUIVALENCIES																						
AW-2-SF (24,0,0)					X <sub>S</sub>	X <sub>S</sub>		X <sub>S</sub>	X <sub>M</sub>	X <sub>M</sub>		X <sub>M</sub>	X <sub>S</sub>							X <sub>S</sub>		
AW-3-SF (3,6,9)					X	X		X	X <sub>D</sub>	X <sub>D</sub>		X	X	X <sub>T</sub>	X <sub>D</sub>					X		
AW-4-SF (24,0,0) (N/F)					X	X		X	X	X				X	X							X <sub>C</sub>
AW-6-SF (24,0,0) (N/F)					X	X		X	X	X				X	X							X
AW-7-SF (3,6,9)					X	X		X	X	X				X	X							X
AW-15-SF (24,0,0)	X				X	X		X	X	X		X	X	X <sub>T</sub>	X							
AW-24-SF (24,0,0) (N/F)					X	X		X	X	X				X	X							X <sub>C</sub>
AW-26-SF (24,0,0)					X	X		X					X		X							
AW -3-I (24,0,0)	X <sub>L</sub>				X <sub>L</sub>	X <sub>L</sub>		X <sub>L</sub>	X <sub>L</sub>	X <sub>L</sub>		X <sub>L</sub>	X		X	X <sub>L</sub>				X		
AW -4-I (24,0,0)	X				X	X	X	X	X	X		X	X	X	X	X				X		
AW -5-I (24,0,0)					X	X		X	X	X				X	X							X <sub>C</sub>
AW -7-I (24,0,0)					X	X		X	X <sub>D</sub>	X <sub>D</sub>				X	X <sub>D</sub>							
AW -8-I (24,0,0)					X	X		X				X	X			X	X			X		
AW -9-I (24,0,0)					X	X		X	X <sub>D</sub>	X <sub>D</sub>			X		X <sub>D</sub>					X		
AW -10-I					X	X		X	X	X		X	X		X					X		
AW -11-I					X	X		X	X <sub>D</sub>	X <sub>D</sub>			X		X <sub>D</sub>					X		
AW -13-I					X	X		X	X	X		X	X	X	X	X				X		
AW -14-I					X	X		X	X	X		X	X		X					X		
C2W EXERCISE EQUIVALENCIES																						
C2W-2-SF (3,6,9)					X <sub>32</sub>	X <sub>32</sub>													X <sub>32</sub>			

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FXP EXERCISES	SHORE AND PORTABLE SG&C DEVICES								SHIPBOARD SG&C DEVICES													
	T A C C D E W	T C D	C M T p c / S G & R	2 0 E 1 9	2 0 B 4	2 0 B 5	P R O V T	B F T P O R T	B F T C G	B F T D G	B F T D D	B F T L H A	B F T L H D	B F T L S D	A C T S	V S S	S Q Q 8 9 0 B T	T 5 / T 6	B E W T	C S T S Q 91	M C S S Q 94	M K 9 2 S G P
C2W-6-SF (3,6,9)					X <sub>32</sub>	X <sub>32</sub>													X <sub>32</sub>			
C2W-7-SF (12,18,24)	X				X	X		X	X	X	X	X	X <sub>T</sub>	X <sub>T</sub>					X <sub>32</sub>			
C2W-8-SF (12,18,24)	X				X	X		X	X	X	X	X	X <sub>T</sub>	X <sub>T</sub>								
CCC EXERCISE EQUIVALENCIES																						
CCC-3-SF (6,12,18)	X				X	X	X	X	X	X	X	X	X	X		X	X			X		
CCC-15-SF (3,6,9)					X	X		X	X	X		X	X	X <sub>T</sub>	X	X				X		
CCC-16-SF (6,12,18)									X	X					X							
MIW EXERCISE EQUIVALENCIES																						
MIW-4.7-SF (3,6,9)																					X	
STW EXERCISE EQUIVALENCIES																						
STW-21-A			X						X	X	X											
SUW EXERCISE EQUIVALENCIES																						
SUW-1-SF (3,6,9)	X				X	X	X	X	X	X			X	X <sub>T</sub>	X	X				X		
SUW-2-SF (3,6,9)					X	X		X	X	X	X	X	X	X			X	X	X			
SUW-9-SF (3,6,9)	X				X	X	X	X	X	X			X	X <sub>T</sub>	X	X						
SUW-10-SF (3,6,9)					X	X	X	X	X	X			X	X <sub>T</sub>	X	X						
SUW-13-SF (6,12,18)					X	X		X														
SUW-14-SF (6,12,18)	X				X	X		X	X	X					X		X					
SUW-18-SF (6,12,18)			X		X	X		X	X	X	X											
SUW-2-I (6,12,18)	X				X	X	X	X	X	X					X	X	X		X			
SUW-3-I (6,12,18)	X				X	X		X	X	X					X	X	X		X			
USW EXERCISE EQUIVALENCIES																						
ASW-8-SF (3,6,9)		X			X	X		X	X	X	X				X		X	X				

FXP EXERCISES	SHORE AND PORTABLE SG&C DEVICES								SHIPBOARD SG&C DEVICES													
	T A C D E W	T C D	C M T p c / S G & R	2 0 E 1 9	2 0 B 4	2 0 B 5	P R O V T	B F T T P O R T	B F T T C G	B F T T D D G	B F T T D D	B F T T L H A	B F T T L H D	B F T T L S D	A C T S	V S S	S Q Q 8 9 0 B T	T 5 / T 6	B E W T	C S T S S Q 91	M C S S Q 94	M K 9 2 S G P
ASW-11-SF (3,6,9)		X			X	X		X	X	X	X				X		X	X				
ASW-21-SF (3,6,9)		X			X	X		X	X	X	X				X		X	X				
ASW-22-SF (3,6,9)	X	X			X	X		X	X	X	X				X		X	X				
ASW-26-SF (3,6,9)		X			X	X		X	X	X	X				X		X <sub>F</sub>	X				
ASW-31-SF (3,6,9)		X			X	X		X	X	X	X				X		X	X				
ASW-32-SF (3,6,9)		X			X	X		X	X	X					X		X	X				
ASW-33-SF (3,6,9)		X			X	X		X	X	X	X				X		X					
ASW-41-SF (12,0,0)	X	X			X	X		X	X	X	X				X		X					
ASW-46-SF (3,6,9)		X			X	X		X	X	X	X				X		X					
ASW-47-SF (3,6,9)	X	X			X	X		X	X	X	X				X		X					
ASW-51-SF (3,6,9)	X	X			X	X		X	X	X	X				X		X					
ASW-51-SF (3,6,9)	X	X			X	X		X	X	X	X				X		X					
ASW-53-SF (3,6,9)	X	X			X	X		X	X	X	X				X		X					
ASW-54-SF (3,6,9)	X	X			X	X		X	X	X	X				X		X					
ASW-55-SF (3,6,9)	X	X			X	X		X	X	X	X				X		X					



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APPENDIX D

TYCOM FORMAL SCHOOL REQUIREMENTS

Ref: (a) LTA SDIEGOINST 3500.1  
(b) LTA SDIEGOINST 1540.1  
(c) LTA Hampton Roads 101152Z AUG 98  
(d) OPNAVINST 3120.32C (Standard Ship's Organization and Regulations Manual)  
(e) COMNAVSURFLANTINST 1320.1D/COMNAVSURFPACINST 1320.1D (TAD and School Quota Administration)

D-101. **General.** This appendix discusses TYCOM formal school training requirements for ships, staffs, and units of the Naval Surface Force. COMNAVSURFOR school graduate requirements are delineated in Appendix D tables that follow the introductory material. This material will be incorporated into the Navy Training Management and Planning System (NTMPS) at some time in the future so that ships will have one source to refer to determine all their formal school requirements.

a. Training to support NEC/NOBC requirements in unit manpower documents, class "A" schools, factory training, and approved billet specialty training (i.e. pipeline training) are not included in this manual.

(1) NEC required training is planned to be provided for and funded as a part of PCS orders. If personnel are received without required NEC training, a request may be made to COMNAVSURFLANT (N413C) or COMNAVSURFPAC (N00F) for funding for those schools less than 20 weeks in length.

(2) Surface Warfare Officer Billet Specialty Training (SWO BST) for officers assigned to surface ships and afloat staffs is under the cognizance of PERS-41.

b. Limited TADTAR resources may not permit accomplishment of all training requirements listed in Appendix D. Commanding Officers may request TADTAR augmentation to complete training requirements; however, in the event of TADTAR shortfalls, Commanding Officers must prioritize training based on individual ship needs within existing funding resources.

D-102. **Formal Schools Listing**

a. Appendix D arranges courses in the following format.

(1) Course number, course title.

(2) Applicability and required graduates. These columns list the minimum graduates for each type ship/staff/unit.

(3) Notes. The notes contain specific billets, rates/ ratings, or watch stations required to attend the course.

(4) Detailed information concerning most courses listed herein can be found in the Catalog of Navy Training Courses (CANTRAC), NAVEDTRA 10500 which may be viewed on the CNET home page at <https://www.cnet.navy.mil/netpdc/cantrac/>.

b. Shipboard Enhancement Training Program (STEP) Courses are CD-ROM training media that can provide required training without the expense and disruption necessitated by TAD. Relevant STEP courses have been integrated into the Appendix D matrices. A complete list of STEP courses can be found at <https://www.cnet.navy.mil/netpdc/>. Member should submit STEP CBT completion certificates to the nearest local Training Authority (LTA) so course completion information can be entered into the Student Training Activity Support System (STASS).

c. **Required Team Training.** TYCOM formal school requirements for ships include team training requirements designed to provide basic team skill levels in watch standing, tactics, fire fighting and damage control, necessary to continue training during fleet operations. Specific team training guidance follows:

(1) Team training will be repeated once per IDTC or not-to-exceed every 30 months for specified ships not in a regular deployment cycle. Additionally, the Commanding Officer, during CART, will assess the ship's team training status to determine the need to repeat this training. In assessing the various teams' training status, factors to be considered include:

(a) Significant loss of team personnel that degrades team effectiveness.

(b) Loss of experienced supervisory personnel concurrent with arrival of new personnel lacking experience and unit qualifications.

(c) Unit operations that have prevented adequate opportunities to exercise the team.

(2) In the case of NSFS, if a ship has not dropped below M2, attendance at a formal team trainer is not mandatory provided there have been no personnel turnovers in any critical team billet.

D-103. **Exportable Training.** Training facilities that provide required training to Surface Force units are not available in each homeport. In many cases requiring travel to and from the school, TEMADD funds may not be available to deliver enough students to the schoolhouse for training. References (a) through (c) describe procedures for arranging mobile training teams. Appropriate references should be checked as procedures are different in each fleet.

D-104. **Naval Reserve Force Units.** Formal school training requirements for NRF units are not listed separately. The required number of graduates for the appropriate ship class are to be used unless otherwise indicated in the notes for a particular school.

D-105. **School Quota Management.** Each unit must establish administrative procedures to centralize school quota management, avoid duplication of quota requests, and minimize "no shows". The Training Officer, as specified on Article 303.20 of reference (d), is the one individual responsible for school quota management. Quota requests will be submitted only by designated training officers or their alternates. Units will establish centralized procedures for requesting quotas, issuing orders, arranging transportation and briefing personnel scheduled to attend schools. Procedures for requesting and administering school quotas are found in reference (e).

D-106. **Damage Control and Fire Fighting Training.**

a. Formal Damage Control and Firefighting school requirements are listed in Appendix D. Units are to consider these requirements as the highest shipboard training priority.

b. All afloat personnel will complete DC PQS (NAVEDTRA 43119 series, Watchstations 301 - 306) within six months of reporting aboard.

c. Personnel reporting from another ship who have already completed basic damage control PQS shall qualify on ship specific DC systems of the DC PQS (Section 200) within three months of reporting aboard.

d. All personnel shall complete emergency egress training within 96 hours of reporting aboard and every six months thereafter. This training will consist of blindfolded escape from working, berthing and watchstanding spaces. Training will also include actual activation and donning of Training Emergency Escape Breathing Device (EEBD). All personnel who are required to wear a Supplemental Emergency Escape Device (SEED) in the performance of their duties will receive SEED training in conjunction with EEBD training.

e. All personnel shall complete breathing apparatus (OBA or SCBA) refresher training within three months of reporting aboard and every six months thereafter.

- f. Personnel may not be assigned to a repair party or Inport Emergency Team (IET) until they have completed DC PQS (Watchstations 301 - 306). All personnel assigned to repair party teams or IET shall complete the DC PQS applicable to their assignment within three months of team assignment. All personnel shall be fully qualified in all prerequisite watchstations prior to assignment to a new position on repair party teams and IET.
- g. DC Team Training (DCTT) personnel shall be fully qualified for the billet they are assigned to train and complete the DCTT Members PQS (Watchstation 320).
- h. Gas Free Engineering Petty Officers and Fire Marshals shall complete applicable sections of DC Watches PQS (NAVEDTRA 43119-4) and DC PQS prior to assignment.
- i. Post-fire Test Assistants will be qualified as Gas Free Engineers, Gas Free engineer Assistants or Gas Free Engineering Petty Officers.
- j. Departmental or Division Damage Control Petty Officers (DCPO), shall complete the DCPO Shipboard Training Enhancement Program (STEP) course (CIN A-495-0400), be certified by the DCA and approved by the Executive Officer prior to assignment.
- k. DC maintenance personnel shall complete DC PQS (Watchstations 301 - 306), 3M Watchstation 301, the DCPO STEP course and be certified by the DCA prior to assignment.
- l. Personnel assigned to shipboard duty not having received accession level Chemical, Biological and Radiological Defense (CBR-D) training may fulfill training requirements by completing onboard training by the DCA, CBR-D training specialist (NEC 4805) or senior enlisted DC training specialist (NEC 4811) and completing the appropriate DC PQS.
- m. In addition all newly reporting personnel should receive basic shipboard survivability training as detailed in NAVEDTRA 43119 series, Section 101, at a minimum, at Shipboard Indoctrination.

D-107. **Damage Control Training for Embarked Personnel.** Commanding Officers will provide basic DC instruction for Fleet Marines, other military members and contractor personnel embarked in U.S. Navy ships for a limited duration. This will include, as a minimum, emergency egress from berthing and work spaces, use of an EEBD, use of CO<sub>2</sub>, PKP and AFFF extinguishers, fire stations, compartment numbering system, general quarters stations, abandon ship stations, man overboard stations, shipboard communications systems, emergency or casualty reporting and use of the APC system for those personnel assigned mess deck duties.

D-108. **C4ISR Systems Training.** The number of new C4ISR systems being placed aboard ships has created a unique training challenge. COMSPAWARSYSCOM and the fleet commanders have teamed up to meet this challenge by creating a website that is roadmap to C4ISR training. The website is titled "Integrated Battle Force Training" (IBFT)

a. The SPAWAR IBFT provides C4ISR school requirements for the watchstanding positions required to operate and maintain the new C4ISR systems on ships within 30 months of deployment. This matrix is provided because experience has shown that with the substantial growth in C4ISR installations prior to each deployment, ships are having difficulty determining what training is required to support the new system installations, where the training is located, who provides quotas, and when the training is scheduled. This website allows ship's to identify their new C4ISR training requirements early in the inter-deployment training cycle. This will enable ships to begin planning as early as possible to complete all formal C4ISR training requirements

b. The web page is located at <https://c4isr.spawar.navy.mil/04/ibft/>

D-109. **Cryptologic Formal Schools Requirements.** Formal schools training should be completed within the designated training cycle.

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D-110. **Feedback**. Recommendations for changes to TYCOM formal school requirements listed in Appendix D should be forwarded to COMNAVSURFOR N7 via chain of command.

**LEGEND:** 1, 2, 3, etc - Number of course graduates required.  
\* - Course applies to unit indicated. Refer to note on same page.

AMW COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 7	F G C	L C A	L H D	L P D	L P D 4	L S D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
K-2G-0037 AMPHIB WARFARE INDOC (5D)										3	3	3		3	3		
J-2G-0048 EXPEDITIONARY WARFARE STAFF PLANNING (5D)										3	3	3		3	3		
C-100-4176 AVIONICS CORROSION CONTROL (2D)										3	3						
J-113-0163 NSFS TM TRAINING/ MTT VISIT GWS MK34 (5D)							T M										
J-113-0167 BASIC NSFS TEAM TRAINING/MTT VST MK 86 (5D)					T M	T M											
S-150-0033 MK34 MOD1 NSFS TEAM TRAINING (5D) <sup>1</sup>							T M										
J-221-0043 BOAT CONTROL/CIC TEAM TRAINING (5D)									T M	T M	T M			T M	T M		
J-221-0319 AIR DIRECTION CONTROLLER (5D)		3							3	3	3	3		3	3		
C-222-2020 AMPHIB AIR TRAFFIC CONTROL CENTER TT (12D)									T M	T M							
K-551-3553 TACTICAL SHIPLOAD PLANNING (5) <sup>2</sup>															2		
D-555-0001 IMRL COLLATERAL DUTY MANAGER (3D)										1	1						
D-555-0007 AERO TECH PUB LIBRARY MGMT (5D)										1	1						
C-600-3177 ACFT NICAD BATTERY MAINTENANCE & REPAIR (5D)										1	1						
C-600-3180 CORROSION CONTROL BASIC (2D)										2	2						

<sup>1</sup> ALSO AVAILABLE IN STEP CD-ROM FORMAT

<sup>2</sup> LSD 41 CLASS ONLY NON-CARGO VARIANT

AMW COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
C-604-2023 SHIPBOARD MOGAS <sup>3</sup> (2D)										2	2	2					
C-604-2027 ABH REFRESH (AMPHIB) <sup>4</sup> (5D)										*	*	*					
C-821-2012 SHIPBOARD AVAIIATION FUELS REFRESHER (10D) <sup>5</sup>										*	*	*					

<sup>3</sup> NOT REQUIRED IF SYSTEM HAS BEEN DEACTIVATED

<sup>4</sup> 50% OF ABH MANNING

<sup>5</sup> 70% PERSONNEL ASSIGNED TO THE AVIATION FUELS DIVISION.

AW COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
A-2F-4633 BASIC AEGIS OFFICER CONSOLE OPERATOR (12D)					3		3										
K-2G-0032 TACTICAL WARFARE OVERVIEW (5D)		1	1						2	3	3				3		
A-2G-0070 SSDS MK2 WARFARE OPERATOR (10D)											6						
K-2G-5001 JOINT FORCES AIR COMPONENT AUGMENTATION STAFF COURSE (JASC) (5D) <sup>1</sup>					1					1							
S-5A-0010 JMTAC (JOINT METEOROLOGY AND TACTICS) (12D)	3								2	3	3						
A-113-0194 MK31 RAM OPS AND MAINT BLK 1 DIFFERENCES (5)						3				3	3				3		
A-121-0012 MK 31 RAM LOADING AND HANDLING (2)						3				3	3				3		
S-121-0484 AEGIS COMBAT SYSTEM MAINT TEAM (5)					3		3										
A-150-0005 SSDS MK1 OPERATOR (19D) <sup>2</sup>						3					3						
A-150-0006 SSDS MK1 MAINTENANCE TECH (19D) <sup>3</sup>						2					2						
A-150-0027 SSDS MK2 BASIC OPERATOR (10)											6						
A-150-0028 SSDS MK2 ADV OPERATOR (16)											3						
S-221-0028 AEGIS CIC TEAM (SHIPBOARD) (5)					1		1										
S-221-0031 AEGIS TRAINING SUP (5D)					2		2										
A-221-0068 CIC WATCH SUPERVISOR (12D)	3	3	3		3	3	3	3	3	3	3	3	3	3	3		

<sup>1</sup> CG OPS OFF; LHA/D AIR OPS OFF  
<sup>2</sup> SSDS EQUIPPED SHIPS  
<sup>3</sup> SSDS EQUIPPED SHIPS



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AW COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
K-221-0044 (5D) J-221-2301 (12D) AIC PROF MAINT <sup>4</sup>					X		X			X	X						
A-221-0050 INTRO TO TACTICAL DIGITAL INFO LINKS (3D)	8				1 2	8 2	1 2	4		1 2	1 2						
A-221-0058 COMMON DATA LINK MGMT SYS (1)					3	3	3	3	3	3	3						
K-221-0080 AIC REQUALIFICATION <sup>5</sup>					X		X			X	X						
K-221-0102 MK23 TAS OPERATOR <sup>6</sup> (12D)		3	3			3				3	3						
J-221-0324 SHIP WARFARE COORD TACTICAL TRAINING <sup>7</sup> (19)					3	3	3	2									
S-221-1290 BASIC MULTI-TADIL SYS TEAM TRAINING					3	3	3	3	3	3	3						
S-221-4000 TRAINING SUP AEGIS CTS MK50					3		3										
S-221-4001 BATTLE GROUP MULTI TADIL TRAINING <sup>8</sup> (8D)	8				1 2	8 2	1 2	4		1 2	1 2						
A-201-0030 MULTI-TADIL ADVANCED JOINT INTEROPERABILITY (MAJIC) (19D) <sup>9</sup>					1		1			1	1						
S-2F-4646 FORCE AIR DEFENSE WARFARE COMMANDER <sup>10</sup> (5D)					T M		T M										

<sup>4</sup> AS REQUIRED TO MAINTAIN PROFICIENCY DEFINED IN OPNAVINST 1211.2 (SERIES).

<sup>5</sup> AS REQUIRED TO MAINTAIN PROFICIENCY DEFINED IN OPNAVINST 1211.2 (SERIES).

<sup>6</sup> LHA EQUIPPED WITH AN/SWY-2 SYSTEM

<sup>7</sup> THREE OFFICERS OR SENIOR ENLISTED

<sup>8</sup> TAILORED TOWARDS SPECIFIC BATTLE GROUP.

<sup>9</sup> FIFTHFLT AOR PREDEPLOYMENT TRAINING LOCATED AT FT MCPHERSON, ATLANTA, GA.

<sup>10</sup> TRAINING ARRANGED DIRECTLY WITH LOCAL AEGIS TRAINING AND READINESS CENTER DETACHMENT. CO AND TAOS MUST ATTEND FOR TEAM CREDIT.

C2W COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
J-2G-0210 SURFACE ELECTRONIC WARFARE OFFICER (10D) <sup>1</sup>	1	1	1		1	1	1	1	1	1	1	1		1	1		
J-221-0025 ENL TACTICAL APPLICATIONS (12D) <sup>2</sup>	*	*	*		*	*	*	*	*	*	*	*		*	*	*	
K-221-0176 SURFACE EW OPER JOURNEYMAN (19D) <sup>3</sup>	*	*	*		*	*	*	*	*	*	*	*		*	*		
A-230-0031 ELINT CRYPTOLOGIC ANALYSIS TRAINING (ECAT) GALE LITE (5D) <sup>4</sup>	*	*	*		*	*	*	*	*	*	*	*		*	*		
A-230-0032 ELINT CRYPTOLOGIC ANALYSIS TRAINING (ECAT) NATIONAL SYSTEMS (3D) <sup>5</sup>	*	*	*		*	*	*	*	*	*	*	*		*	*		
A-230-0033 ELINT CRYPTOLOGIC ANALYSIS TRAINING (ECAT) ULQ-16 (3D) <sup>6</sup>	*	*	*		*	*	*	*	*	*	*	*		*	*		
K-231-0106 BG CRYPTOLOGIC/INTEL TEAM TRAINING (5D) <sup>7</sup>					T M	T M	T M		T M	T M	T M						
K-231-0137 COBLU 0 (ADV) TEAM TRAINER (5D) <sup>8</sup>					T M	T M											
K-231-0139 COMBAT DF TEAM TRAINING (5D) <sup>9</sup>							T M				T M						

- <sup>1</sup> PERMANENTLY ASSIGNED CRYPTOLOGIC OFFICER/DESIGNATED EWO.  
<sup>2</sup> EW, CTR, OS, AND IS SUPERVISOR.  
<sup>3</sup> ALL EW/CTT WATCHSTANDERS (E4-E6) ONCE PER SEA TOUR.  
<sup>4</sup> ALL PERMANENTLY ASSIGNED EW/CTT PERSONNEL ON SHIPS EQUIPPED WITH GALE LITE.  
<sup>5</sup> ALL ASSIGNED EW/CTT PERSONNEL ONCE PER SEA TOUR.  
<sup>6</sup> ALL ASSIGNED EW/CTT PERSONNEL ONCE PER SEA TOUR.  
<sup>7</sup> SCHEDULE COURSE VIA BG/ARG N2/CRC. THIS IS A BG/ARG PARTICIPATION TRAINER FOR CRYPTOLOGIC AND INTELLIGENCE PERSONNEL. TEAM COMPOSITION DIRECTED BY BG/ARG N2 AND CRC. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY CRYPTOLOGIC AND INTELLIGENCE PERSONNEL.  
<sup>8</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO PARTICIPATION IS MANDATORY. COBLU INTERMEDIATE TEAM TRAINING (K-231-0145) IS PREREQUISITE. APPLIES TO THOSE SHIPS WITH COBLU INSTALLED.  
<sup>9</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO

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**C2W COURSES - SHIPS**

<b>COURSE INFORMATION</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7</b>	<b>D D 9 6 3</b>	<b>D D G 5 7</b>	<b>F C G 7</b>	<b>L C A</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
K-231-0145 COBLU 0 (INT) TEAM TRAINER (5D) <sup>10</sup>					T M	T M											
K-231-0156 SSEE PHASE II TEAM TRAINER (5D) <sup>11</sup>					T M	T M				T M							
K-231-0180 SUPPLEMENTAL CRYPTOLOGIC TEAM TRAINING (5D) <sup>12</sup>	T M				T M	T M	T M		T M	T M	T M						
A-231-0183 KLIEGLIGHT (KL) REPORTING (1D) <sup>13</sup>	T M				T M	T M	T M		T M	T M	T M						
A-231-0184 RDF AFLOAT (2D) <sup>14</sup>	T M				T M	T M	T M		T M	T M	T M						
A-231-0185 STANDARD REPORT USING MODULE (STRUM) (1D) <sup>15</sup>	T M				T M	T M	T M		T M	T M	T M						
A-231-0460 CRYPTOLOGIC UNIFIED BUILD (CUB) (5D) <sup>16</sup>	T M				T M	T M	T M		T M	T M	T M						
K-231-1000 BASIC CRYPTOLOGIC AFLOAT TRNG (BCAT) (5D) <sup>17</sup>	T M				T M	T M	T M		T M	T M	T M						

ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS WITH COMBAT DF  
INSTALLED.

- <sup>10</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO  
ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS WITH COBLU INSTALLED.
- <sup>11</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO  
ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS WITH SSEE INSTALLED.  
FOR COBLU CONFIGURED SHIPS: SCHEDULE IN CONJUNCTION WITH COBLU INT TEAM  
TRAINER (K-231-0145).
- <sup>12</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO  
ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY  
CRYPTOLOGIC PERSONNEL. COMPLETE PRIOR TO SYSTEM SPECIFIC TEAM TRAINING.
- <sup>13</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO  
ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY  
CRYPTOLOGIC PERSONNEL.
- <sup>14</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO  
ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY  
CRYPTOLOGIC PERSONNEL.
- <sup>15</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO  
ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY  
CRYPTOLOGIC PERSONNEL.
- <sup>16</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO  
ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY  
CRYPTOLOGIC PERSONNEL.

C2W COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
K-231-1001 INT CRYPTOLOGIC AFLOAT TRNG (ICAT) (10D) <sup>18</sup>	T M				T M	T M	T M		T M	T M	T M						
K-231-1002 NON-MORSE CRYPTOLOGIC AFLOAT TRNG (NCAT) (5D) <sup>19</sup>	T M				T M	T M	T M		T M	T M	T M						
A-231-1003 BASIC CRYPTOLOGIC SCENARIOS (5D) <sup>20</sup>	T M				T M	T M	T M		T M	T M	T M						
A-231-1005 PRACTICAL SYSTEMS APPLICATION TRAINING (PSAT) (2D) <sup>21</sup>	T M				T M	T M	T M		T M	T M	T M						
A-231-1004 ADV CRYPTOLOGIC SCENARIOS (5D) <sup>22</sup>	T M				T M	T M	T M		T M	T M	T M						
A-233-0002 (STEP CD-ROM) CD-ROM PASSIVE COUNTERMEASURES					3	3	3	3									
A-233-0005 EW THREAT RECOGNITION (12D) <sup>23</sup>	*	*	*		*	*	*	*	*	*	*	*	*	*	*		

- <sup>17</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY CRYPTOLOGIC PERSONNEL. COURSE IS CBT, BUT FORMAL CLASSROOM TRAINING IS AVAILABLE ON REQUEST. COMPLETE PRIOR TO CART II AND APPLICABLE SYSTEM SPECIFIC TEAM TRAINING.
- <sup>18</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY CRYPTOLOGIC PERSONNEL. COURSE IS CBT, BUT FORMAL CLASSROOM TRAINING IS AVAILABLE ON REQUEST. COMPLETE PRIOR TO CART II AND APPLICABLE SYSTEM SPECIFIC TEAM TRAINING.
- <sup>19</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY CRYPTOLOGIC PERSONNEL. COURSE IS CBT, BUT FORMAL CLASSROOM TRAINING IS AVAILABLE ON REQUEST. COMPLETE PRIOR TO CART II AND APPLICABLE SYSTEM SPECIFIC TEAM TRAINING.
- <sup>20</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY CRYPTOLOGIC PERSONNEL. COMPLETE PRIOR TO SYSTEM SPECIFIC TEAM TRAINING.
- <sup>21</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY CRYPTOLOGIC PERSONNEL. COMPLETE PRIOR TO SYSTEM SPECIFIC TEAM TRAINING.
- <sup>22</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTR PERSONNEL. DIVO/LCPO ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY CRYPTOLOGIC PERSONNEL. COMPLETE PRIOR TO SYSTEM SPECIFIC TEAM TRAINING.
- <sup>23</sup> ALL EW/CTT WATCHSTANDERS ONCE PER SEA TOUR.

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<b>COURSE INFORMATION</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7</b>	<b>D D 9 6 3</b>	<b>D D G 5 1</b>	<b>F G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
K-233-0211 EW MODULE MGR (5D) <sup>24</sup>	*	*	*		*	*	*	*	*	*	*	*		*	*		
K-260-1000 CRYPTOLOGIC COMM AFLOAT TRAINING (CCAT) (3D) <sup>25</sup>	T M				T M	T M	T M		T M	T M	T M						

<sup>24</sup> ALL EW WATCH SUPERVISORS.

<sup>25</sup> CRYPTOLOGIC TEAM INCLUDES DIVO/LCPO AND ALL CTO PERSONNEL. DIVO/LCPO ATTENDANCE IS MANDATORY. APPLIES TO THOSE SHIPS PERMANENTLY MANNED BY CRYPTOLOGIC PERSONNEL. COURSE IS CBT, BUT FORMAL CLASSROOM TRAINING IS AVAILABLE ON REQUEST. COMPLETE PRIOR TO CART II.

CCC COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
J-2G-0966 NAVY OPSEC STAFF PLANNER (2D) <sup>1</sup>	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
J-2G-2302 GCCS MARITIME WATCH OFFICER <sup>2</sup> (5D)	3	3	3		9	9	9	9	6	6	6	6		6	6	2	2
V-4C-0013 EKMS MANAGER <sup>3</sup> (12D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
A-101-0143 GLOBAL BROADCAST SVC (12)	1				2		1		1	2	2						
K-121-0181 C4I SYSTEMS ENGINEERING (5D)	2	2	2		2	2	2	2	2	2	2	2		2	2	2	2
A-198-0001 (STEP CD-ROM) CD-ROM ELECTRO-MAGNETIC INTERFERENCE AWARENESS 1D) <sup>4</sup>	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-203-0002 (STEP CD-ROM) CD-ROM FLAG HOIST/SEMAPHORE	2	2	2	2	2	2	2	2	2	2	3	3		2	2	2	2
A-203-0003 (STEP CD-ROM) CD-ROM SEMAPHORE PRACTICE	2	2	2	2	2	2	2	2	2	2	3	3		2	2	2	2
A-260-0051 AN/URC HF FREQUENCY RADIO GROUP OPERATOR (12D)					2		2			2							
A-260-0320 ELEMENT MGMT SYS (AN/SSQ- 33C OPER (5D)	6								6	4	4						
A-260-0360 DIGITAL W/B XMISSION SYS AN/SRC-57(V) OPER (4D)	6								6	4	4	2		2	2		
A-260-0370 TACTICAL SWITCHING SYS (AN/SSQ-122(V)1 OPER (12D)	6								6	4	4	2		2	2		
S-531-0047 CAW CERT AUTH V4.2.1 (5D)	4	4	4	4	4	4	4	4	4	4	4	4		4	4		
S-531-0048 CAW ADMIN/INFOSYS SECURITY OFF V4.2.1 (4D)	4	4	4	4	4	4	4	4	4	4	4	4		4	4		

<sup>1</sup> TRAINING WILL BE INCLUDED IN DEPARTMENT HEAD CURRICULUM AND WILL FULFILL THIS REQUIREMENT.

<sup>2</sup> REQUIRED FOR DEPARTMENT HEADS, CICO, TAOs, CICWOs, ASUWC WOs.

<sup>3</sup> REPLACES CMS CUSTODIAN (V-4C-0014). PER ALCOM 005/97, REQUIRED FOR CUSTODIAN AND PRIMARY ALTERNATE.

<sup>4</sup> REQUIRED FOR ALL SESS DIVO/LCPO/CTM. ALSO AVAILABLE AS COI FROM FTSC.

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CCC COURSES - SHIPS

<b>COURSE INFORMATION</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7</b>	<b>D D 9 6 3</b>	<b>D D G 5 1</b>	<b>F G G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
A-531-0050 INFO TECH AND SECURITY (5D)	1 8	6	6	5	8	8	6	6	1 8	1 0	7	5		5	5		
A-531-0051 WINDOWS NT BASIC SYSTEM ADMINISTRTION (19D)	1 8	6	6	5	8	8	6	6	1 8	1 0	7	5		5	5		
A-531-0052 MS EXCH BASIC SYS ADMIN (5D)	1 8	6	6	5	8	8	6	6	1 8	1 0	7	5		5	5		
A-531-0053 UNIX OPER SYS AND NETWORK APPLICATIONS (5D)	1 8	6	6	5	8	8	6	6	1 8	1 0	7	5		5	5		
A-531-0054 ROUTERS, ATM AND SWITCH NETWORK FUND (5D)	1 8	6	6	5	8	8	6	6	1 8	1 0	7	5		5	5		
A-531-0055 HETEROGENEOUS NETWORKING (5D)	1 8	6	6	5	8	8	6	6	1 8	1 0	7	5		5	5		
S-531-0062 CAW SYSTEM ADMINISTRATOR INFORMATION SYSTEMS SECURITY OFFICER V 4.2.1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		

FSO COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7 3	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
A-4J-0082 (2D) RESPIRATORY PROTECTION MANAGER <sup>1</sup> (2D)	1			1	1	1	1	1	1			1		1	1	1	1
A-8B-0008 AFLOAT HAZMAT COORD (2D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
B-300-1000 SURFACE FORCE MEDICAL INDOC (5D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
B-322-1075 (EPMU) SHIPBOARD PEST MGMT <sup>2</sup> (2D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
B-322-2101 FOOD SAFETY MANAGER / SUPERVISOR COURSE <sup>3</sup> (5D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
B-322-2130 (EPMU) HEALTH ASPECTS OF MARINE SANITATION DEV <sup>4</sup> (1D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
B-322-2209 (EPMU) MALARIA PREVENTION AND CONTROL <sup>5</sup> (1D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
B-322-2210 (EPMU) LABORATORY ID OF MALARIA <sup>6</sup> (1D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
B-322-2310 (EPMU) HEARING CONSERVATION AFLOAT <sup>7</sup> (1D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
B-322-2320 (EPMU) HEAT STRESS AFLOAT <sup>8</sup> (1D)	4	4	4	4	4	4	4	4	4	4	4	4		4	4	4	4

<sup>1</sup> PER ART B0602 PARA (2), OPNAVINST 5100.19C. FOR DESIGNATED RPO. AVAIL BY PERIODIC MTT FROM NAVOSHENVTRACEN NORFOLK VA. AOE, LHA, AND LHD CLASS SHIPS USE COI A-493-0072 INSTEAD.

<sup>2</sup> LEADING HM AND ONE MS - ANNUAL RECERT REQUIRED FOR MED DEPT PERSONNEL.

<sup>3</sup> MS OR LEADING HM - NAVMED P5010 REFERS. CERT/RECERT EVERY 3 YEARS. COI ALSO AVAIL FROM NAVHOSP YOKOSUKA.

<sup>4</sup> HM AND HT - NAVMED P5010 REFERS. COI ALSO AVAIL FROM NAVHOSP YOKOSUKA.

<sup>5</sup> IAW TYCOM PREDEPLOYMENT REQUIREMENTS (WESTPAC/IO). SHOULD BE TAKEN ICW B-322-2210

<sup>6</sup> IAW TYCOM PREDEPLOYMENT REQUIREMENTS (WESTPAC/IO). SHOULD BE TAKEN ICW B-322-2209

<sup>7</sup> COI NOT OFFERED BY EPMU-5 IN SAN DIEGO. EPMU 5 WILL PROVIDE "TRAIN-THE-TRAINER" ASSISTANCE TO SAN DIEGO BASED SHIPS IN LIEU OF COI.

<sup>8</sup> THREE ENGINEERING PERSONNEL AND ONE MEDICAL. COI ALSO AVAIL FROM NAVHOSP YOKOSUKA. COI NOT OFFERED BY EPMU-5 IN SAN DIEGO. EPMU 5 WILL PROVIDE "TRAIN-THE-TRAINER" ASSISTANCE TO SAN DIEGO BASED SHIPS IN LIEU OF COI.



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**FSO COURSES - SHIPS**

<b>COURSE INFORMATION</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7</b>	<b>D D 9 6 3</b>	<b>D D G 5 1</b>	<b>F G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
A-493-0072 RESPIRATORY PROTECTION PROGRAM MANAGEMENT (5D)		1	1							1	1						
A-760-2165 (STEP CD-ROM) ASBESTOS SHIPBOARD EMERGENCY RESPONSE REFRESHER <sup>9</sup>	*	*				*		*	*	*		*		*			
A-760-2166 EMERGENCY ASBESTOS RESPONSE TEAM <sup>10</sup> (2D)	3	3				3		3	3	3		3		3			
(NO COURSE NR) CARDIO-PULMONARY INSTRUCTOR TRAINING <sup>11</sup>	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1

<sup>9</sup> PER OPNAVINST 5100.19, SHIPS LAID DOWN PRIOR TO 1980 MUST HAVE A THREE PERSON EMERGENCY ASBESTOS RESPONSE TEAM (EART). THIS CDROM COURSE SHOULD REFRESH TRAINING RECEIVED IN THE A-760-2166 COI.

<sup>10</sup> PER OPNAVINST 5100.19, SHIPS LAID DOWN PRIOR TO 1980 MUST HAVE A THREE PERSON EMERGENCY ASBESTOS RESPONSE TEAM (EART).

<sup>11</sup> EACH SHIP SHALL HAVE A CERTIFIED CPR INSTRUCTOR ONBOARD IAW OPNAVINST 5100.19C ART B0705.C. BI-ANNUALLY, ALL MEDICAL DEPARTMENT PERSONNEL, GAS FREE ENGINEERS, SURFACE RESCUE SWIMMERS, STRETCHER BEARERS AND 50% OF ALL ELECTRICAL/ELECTRONICS ASSOCIATED RATING WILL RECEIVE CPR TRAINING ON BOARD AND BE CERTIFIED. DURING I-DIV AND ANNUALLY THEREAFTER, ALL OTHER CREW MEMBERS MUST RECEIVE TRAINING IN RESUSCITATION TECHNIQUES ONLY, CERTIFICATION NOT REQUIRED.

INT COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D 5 1	F G 7	J C C	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
J-3A-0952 BATTLE GROUP INTEL REFRESHER (5D) <sup>1</sup>	1				1	1	1			1	1	1						
K-3A-5034 BASIC SHIPBOARD INTEL <sup>2</sup> (12D)		*	*	*	*	*	*	*					*		*	*	*	*
A-150-0994 STW OPS INTEL (SOIC)	1									1	3	3						
J-150-2957 INTEL SURVEILLANCE RECCE AND TARGETING ARCH MANAGEMENT (ISRT-AM) (12D)					1	1	1		2	2	1	2						
A-150-2958 GCCS-M F SCHOOL (12D) <sup>3</sup>	1				1	1	1			1	6	6						
J-150-2966 EXPEDITIONARY WARFARE INTEL (EWIC) <sup>4</sup> (12D)	1									1	3	3	1					
S-242-0002 USPACOM BDA ASSESSMENT FUNDAMENTALS (PBDAFC) (4D) <sup>5</sup>											1	1						
A-242-0015 FLT IMAGERY INTERPRETATION, PH I (12D)	1									1	1	1						
A-242-0016 FLT IMAGERY INTERPRETATION PH 2 (5D)	1									1	1	1						
K-243-0001 INTEL TEAM TRAINER PACIFIC (ITTPAC) (5D) <sup>6</sup>											*	*						
S-243-0002 INTEL SUPPORT TO PACOM INFO OPS (ISPIOC) (5D) <sup>7</sup>					1	1	1				2	2						

<sup>1</sup> REQUIRED FOR ALL ASSIGNED INTEL (1630) OFFICERS AND IS-3905 PERSONNEL PRIOR TO DEPLOYMENT.

<sup>2</sup> SHIPBOARD COLLATERAL DUTY INTEL OFFICER PLUS ONE ENLISTED PER U/W WATCH SECTION (REQUIREMENT REDUCED BY ONE IF IS-3905 IS ASSIGNED TO SHIP), AND CRYPTOLOGIC OFFICER FOR SHIPS WITH CT PERSONNEL ASSIGNED. COI IS AVAILABLE AS MTT. ATTENDANCE IS REQUIRED ONCE PER SEA TOUR.

<sup>3</sup> LHA AND LHD REQUIRE 3 INTEL AND 3 CRYPTOLOGIC PERSONNEL

<sup>4</sup> REQUIRED FOR ALL INTEL OFFICERS (1630) AND IS WATCH SUPS. ADDITIONAL PERSONNEL MAY RECEIVE THIS TRAINING IOT SUPPORT ALL WATCH STATIONS. NOT REQUIRED FOR PACFLT LPD-4.

<sup>5</sup> PAC ONLY: ADDITIONAL PERSONNEL MAY RECEIVE THIS TRAINING IOT SUPPORT ALL WATCH STATIONS.

<sup>6</sup> PAC ONLY: ALL EXPLOT/SUPPLOT WATCHSTANDERS.

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INT COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	J C C	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
S-243-0004 PAC INTEL ANALYST CURRICULUM (5D) <sup>8</sup>	1				1	1	1			1	3	3						
S-243-0005 INTEL ANALYSTS ONLINE TOOLS (IAOTC) (5D) <sup>9</sup>	1				1	1	1			1	2	2						
S-243-0006 KOREA INTEL TTP <sup>10</sup> (2D)	1				1	1	1			1	1	1						
A-243-0008 INTEL TEAM TRAINER ATLANTIC (ITTLANT) (5D) <sup>11</sup>	1									1	*	*						
K-243-0974 INTEL PHOTO (5D)	1	2	2	2	2	2	2	2		1			2		2	2	2	2
J-243-1100 JDISS SYSTEM ADMIN (5D)	1				1	1	1			1	1	1	1					
K-243-5036 PREDEPLOYMENT INTEL CONF (3D)	1									1	1	1						
S-243-5040 JTF INTEL MGRS CURRICULUM (4D)	1									1	1	1						
S-243-5045 (5D) JDISS BASIC OPERATOR <sup>12</sup>	1									1	6	6	1					
A-531-0025 THEATER BATTLE MANAGEMENT CORE USER (TUC)(12D)	1									1	2	2						
(NO COURSE NR) DIA COURSE IDBR (IDB- RETRIEVAL) <sup>13</sup>											3	3						

<sup>7</sup> PAC ONLY: ADDITIONAL PERSONNEL MAY RECEIVE THIS TRAINING IOT SUPPORT ALL WATCH STATIONS.

<sup>8</sup> PAC ONLY: ADDITIONAL PERSONNEL MAY RECEIVE THIS TRAINING IOT SUPPORT ALL WATCH STATIONS.

<sup>9</sup> PAC ONLY: ADDITIONAL PERSONNEL MAY RECEIVE THIS TRAINING IOT SUPPORT ALL WATCH STATIONS.

<sup>10</sup> PAC ONLY: ADDITIONAL PERSONNEL MAY RECEIVE THIS TRAINING IOT SUPPORT ALL WATCH STATIONS.

<sup>11</sup> LANT ONLY: AN ADEQUATE NUMBER OF PERSONNEL SHALL RECEIVE THIS TRAINING IN ORDER TO SUPPORT ALL WATCH STATIONS.

<sup>12</sup> ADDITIONAL PERSONNEL MAY RECEIVE THIS TRAINING IOT SUPPORT ALL WATCH STATIONS.. NOT REQUIRED FOR PACFLT LPD-4.

<sup>13</sup> PACFLT ONLY: ADDITIONAL PERSONNEL MAY RECEIVE THIS TRAINING IOT SUPPORT ALL WATCH STATIONS.

LOG COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
J-060-0025 STREAM OPERATOR (12D)		3 6	3 6														
J-690-0077 FUEL PROBE AND CARGO DROP REEL MAINTENANCE (3D)		4	4														
G-690-0068 FORKLIFT TRUCK OPERATOR <sup>1</sup> (3D)		*	*						*			*		*	*		

<sup>1</sup> 1 PER FORKLIFT. G-690-0068 COI IS SINGLE SITED AT WILLIAMSBURG, VA. PAC SHIPS SHOULD ARRANGE FORKLIFT OPERATOR TRAINING WITH THE NEAREST PWC OR NSY PUGET SOUND FOR PNW AREA.

MIW COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3 1	D D G 5 7	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
A-2G-2758 MIW CORE <sup>1</sup> (12D)																*	*
A-2G-2760 MINE COUNTER MEASURES PLANNING OFFICER <sup>2</sup> (12D)																*	*
A-2G-2764 MIW SPECIALITY <sup>3</sup> (19D)																*	*
A-121-0007 MCM MEDAL SUP (12D)																2	2
A-130-0938 AN/WQN-1 OPS/MAINT (5D)																1	
A-647-0930 AN/SLQ-48 MNS OPERATOR (19D)																4	2
A-647-0027 (STEP CD- ROM) MINE HUNTER COASTAL (MHC) CLASS SHIPBOARD ELECTROMAGNETIC COMPATIBILITY (EMC)																	1
MIW PROSPECTIVE OFFICERS SERIES <sup>4</sup>																*	*

<sup>1</sup> ALL LINE OFFICERS ASSIGNED

<sup>2</sup> ALL LINE OFFICERS ASSIGNED

<sup>3</sup> ALL LINE OFFICERS ASSIGNED

<sup>4</sup> ALL 1<sup>ST</sup> LT, OPERATIONS OFFICERS, CHIEF ENGINEERS

MOB-D COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7 3	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
G-060-2107 (STEP CD-ROM) CHEMICAL/BIOLOGICAL/ RADIOLOGICAL DEFENSE	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0002 (STEP CD-ROM) SUPPLEMENTARY EMERGENCY EGRESS DEVICE (SEED) MGMT	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0003 (STEP CD-ROM) SUPPLEMENTARY EMERGENCY EGRESS DEVICE (SEED) MAINT	1	1	1	1	1	1	1	1	1	2	2	1		1	1	1	1
A-495-0004 (STEP CD-ROM) CD-ROM P100 DAMAGE CONTROL PUMP OPERATION AND MAINTENANCE	2	2	2	2	2	2	2	2	2	3	3	2		2	2	1	1
A-495-0005 (STEP CD-ROM) CD-ROM HALON SYSTEMS READINESS	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0006 (STEP CD-ROM) CO2 FIXED FLOODING SYSTEMS	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0007 (STEP CD-ROM) CD-ROM SELF-CONTAINED BREATHING APPARATUS (SCBA) BREATHING AIR TESTING (BAT)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0008 (STEP CD-ROM) CD-ROM SELF CONTAINED BREATHING APPARATUS(SCBA) BREATHING AIR CHARGING SYSTEM OPERATION	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0011 (STEP CD-ROM) CD-ROM SELF CONTAINED BREATHING APPARATUS(SCBA) BREATHING AIR COMPRESSOR (BAC)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0012 (STEP CD-ROM) CD-ROM SELF-CONTAINED BREATHING APPARATUS(SCBA) SCOTT AIR PAK 4.5 OPERATION AND MAINTENANCE	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1

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**MOB-D COURSES - SHIPS**

<b>COURSE INFORMATION</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A O R S 5 0</b>	<b>C G 4 7 3</b>	<b>D D 9 6 3 1</b>	<b>D D G 5 7</b>	<b>F G G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 /4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
A-495-0013 (STEP CD-ROM) CD-ROM SELF-CONTAINED BREATHING APPARATUS(SCBA) SCOTT AIR PAK 4.5 FIELD LEVEL MAINTENANCE	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
K-495-0040 REPAIR PARTY LEADER <sup>1</sup> (12D)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
K-495-0045 SHIPBOARD DC TRAINING <sup>2</sup> (2D)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
K-495-0051 GAS FREE ENGINEER <sup>3</sup> (5D)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
A-495-0400 (STEP CD-ROM) DAMAGE CONTROL PETTY OFFICER <sup>4</sup>	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
J-495-0412 GENERAL FIRE FIGHTING <sup>5</sup> (1D)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
J-495-0413 AIRCRAFT FIRE FIGHTING <sup>6</sup> (1D)										*	*						
J-495-0414 HELO FIRE FIGHTING TEAM TRAINING <sup>7</sup> (1D)	*	*	*	*	*	*	*	*	*			*		*	*		
A-495-0416 GENERAL FIRE FIGHTING WITH SCBA (1D) <sup>8</sup>					*		*	*		*	*			*	*	*	*

<sup>1</sup> ALL DAMAGE CONTROL REPAIR STATION (DCRS) OFFICERS AND REPAIR STATION LEADERS. SUBSTITUTE COURSES: A-4G-0020 AND A-495-2055.

<sup>2</sup> ALL DCRS TEAMS AND INPORT EMERGENCY TEAMS. REQUIRED ONCE PER IDTC (NOT MORE THAN 24 MONTHS BETWEEN COURSES).

<sup>3</sup> GAS FREE ENGINEER, GAS FREE ENGINEER ASSISTANT, AND ONE GAS FREE PETTY OFFICER FOR EACH INPORT DUTY SECTION. A-4G-0020, A-495-2055 ARE AUTHORIZED SUBSTITUTES. SUBMARINE GAS FREE ENGINEER (B-322-2115) IS ALSO AN ACCEPTABLE SUBSTITUTE.

<sup>4</sup> FOR DCPO COURSE 1 PER DIVISION OR ALL PERSONNEL ASSIGNED TO ER09

<sup>5</sup> ALL PERSONNEL. LIVE FIREFIGHTING IS REQUIRED EVERY 6 YEARS; ATTENDANCE AT COURSES J-495-0413/0414/0418 AND 0419 SATISFIES THE REQUIREMENT AND IS STRONGLY RECOMMENDED OVER REPEATING J-495-0412. SCBA EQUIPPED SHIPS SHOULD USE COURSE A-495-0416 INSTEAD OF THIS COURSE. COURSE A-495-2071 IS AN AUTHORIZED SUBSTITUTE FOR SHIPS STATIONED IN PACNORWEST.

<sup>6</sup> REQUIRED FOR FLIGHT DECK PERSONNEL, PILOTS, AIRCREW, AND PERSONNEL RECEIVING HAZARDOUS DUTY PAY ON LHA, LHD AND MCS ONLY, WITHIN 6 MONTHS OF INITIAL ASSIGNMENT TO SHIP AND EVERY 4 YEARS THEREAFTER.

<sup>7</sup> ALL HELO TEAMS ON LPD AND SMALLER. REPEAT EVERY 24 MONTHS OR AT 40% OR GREATER TEAM PERSONNEL TURNOVER.

MOB-D COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
J-495-0418 FIRE FIGHTING TEAM TRNG <sup>9</sup> (1D)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
J-495-0419 ADVANCED FIRE FIGHTING <sup>10</sup> (4D)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
A-495-0424 (STEP CD-ROM) CHEMICAL, BIOLOGICAL, RADIOLOGICAL WEAPONS OF MASS DESTRUCTION	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0425 (STEP CD-ROM) CHEMICAL, BIOLOGICAL, RADIOLOGICAL DEFENSE PERSONAL PROTECTIVE EQUIPMENT	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0427 (STEP CD-ROM) CHEMICAL, BIOLOGICAL, RADIOLOGICAL DETENTION EQUIPMENT	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0428 (STEP CD-ROM) CHEMICAL, BIOLOGICAL, RADIOLOGICAL SURVEY MONITORING	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0429 (STEP CD-ROM) CHEMICAL, BIOLOGICAL, RADIOLOGICAL HAZARD MANAGEMENT	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0430 (STEP CD-ROM) CHEMICAL, BIOLOGICAL, RADIOLOGICAL DECONTAMINATION	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
A-495-0431 (STEP CD-ROM) COLLECTIVE PROTECTION SYSTEM MAINTENANCE			2				2				2	2					
K-495-2179 FOAM GENERATING SYSTEM (5D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1

<sup>8</sup> THIS COURSE SHOULD BE USED IN LIEU OF J-495-0412 FOR SCBA EQUIPPED SHIPS.

<sup>9</sup> ALL DC REPAIR STATION TEAMS AND INPORT EMERGENCY TEAMS REPEAT ONCE PER IDTC (NOT MORE THAN 24 MONTHS BETWEEN COURSES).

<sup>10</sup> ALL SCENE LEADERS AND ALL REPAIR PARTY LEADERS.



MOB-E COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
A-495-0020 (STEP CD-ROM) CD-ROM ENGINEERING SYSTEMS THEORY	2	2	2	2	2	2	2	2	2	2	2	2		2	2	1	1
J-651-0001 REVERSE OSMOSIS DESALINATION PLANT (4D) <sup>1</sup>					1	1	2	1		1	1	1				1	2
A-651-0019 BOILER WATER/FEEDWATER CHELANT BASIC CERTIFICATION <sup>2</sup> (4D)	3	3							3	3	3	3		3			
A-651-0089 ELECTRONIC AUTO BOILER CONTROLS CONSOLE OPER (11D)		2								4	4	2		2			
A-651-0116 BOILER WATER/FEEDWATER TEST & TREATMENT CHELANT SUPERVISOR (4D) <sup>3</sup>	7	7							7	7	7	7		7			
J-651-0457 AUX BOILERS (5D) <sup>4</sup>			3												3		
J-651-0458 DISTILLING PLANT OPER (3D)	2	2	2	2	2	2		2	2	2	2	2		2	2	2	
K-652-0082 VACUUM COLL AND HOLDING SEWAGE TREATMENT PLANTS (5D)						3	3										
A-652-0172 FFG7 AUX ELECT SUBSYSTEMS (26D)								2									
A-652-0188 WASTE HEAT BW/FW TEST AND TREATMENT CERT (4D)					3	3											
A-652-0189 AUX BW/FW TEST AND TREATMENT CERT (4D)			2	2													
A-652-0215 FFG7 AUX ELECT SYS (33D)								2									
A-652-0500 SHIPBOARD GUAGE CAL 600# <sup>5</sup> (5D)	4	4	4	4	4	4	4	4	4	4	4	4		4	4	2	2

<sup>1</sup> SCHOOL GRAD ONLY REQUIRED IF INSTALLED. IF SHIP HAS ONLY ROS, 2 GRADS ARE REQUIRED.

<sup>2</sup> OIL LAB PERSONNEL

<sup>3</sup> ENG OFF/MPA/EOOWS/BOILER OFF/OIL KING. SWOS DEPT HEAD COI SATISFIES THIS REQUIREMENT.

<sup>4</sup> SHIPS WITH V2M WATERTUBE AUX BOILER.

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MOB-E COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 7	F G G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
A-652-0241 AIR COOLED 60/400HZ STATIC FREQ CONVERTER MAINT <sup>6</sup> (19D)						2		2							2		
K-652-2196 OIL POLLUTION ABATEMENT EQUIP O&M (3D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
K-821-2142 PROP FUELS AND OILS AND JP5 SYS TESTING <sup>7</sup> (4D)	3	3	3	3	3	3	3	3	3	3	3	3		3	3	2	2

<sup>5</sup> NRF: 2 GRADUATES PER SHIP.

<sup>6</sup> APPLICABLE TO EM, IC, ET OR EW

<sup>7</sup> INCLUDES MATERIAL FROM CANCELLED COI K-821-2039/J-651-0466 (JP-5 AVIATION FUEL SYSTEM). MPA AND OIL LAB PERSONNEL SHOULD ATTEND.

MOB-N COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
K-2G-0603 CELESTIAL NAV REFRESHER <sup>1</sup> (5D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
K-2G-2207 NAV/SENIOR QM REFRESHER <sup>2</sup> (12D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
A-061-0030 ECDIS-N TRAINER (10D) <sup>3</sup>	5	5	5	5	5	5	5	5	5	5	5	5		5	5	5	5
A-102-0047 (STEP CD-ROM) AN/WRN-6 GLOBAL POSITIONING SYSTEM(GPS) NAVIGATION SET OPERATIONS	2	2	2	2	2	2	2	2	2	3	3	2		2	2	2	2
A-102-0065 (STEP CD-ROM) AN/WRN-6 (V) GPS NAVIGATION SET MAINTENANCE	2	2	2	2	2	2	2	2	2	3	3	2		2	2	2	2
A-104-0025 (STEP CD-ROM) CD-ROM AN/SPA-25G RADAR	1	1	1	1	2	2	2	2	2	2	2	2		1	1		
A-221-0003 (STEP CD-ROM) CD-ROM RULES OF THE NAUTICAL ROAD	6	6	6	6	6	6	6	6	6	6	6	6		6	6	4	4
J-221-0344 RADAR NAVIGATION TEAM TRAINING REFRESHER <sup>4</sup> (2D)	T M	T M	T M	T M	T M	T M	T M	T M	T M	T M	T M	T M		T M	T M	T M	T M
(NO COURSE NR) SHIPHANDLING TRAINER <sup>5</sup>	T M	T M	T M	T M	T M	T M	T M	T M	T M	T M	T M	T M		T M	T M	T M	T M

- <sup>1</sup> NAVIGATOR AND SENIOR QUARTERMASTER TO ATTEND.  
<sup>2</sup> NAVIGATOR AND SENIOR QUARTERMASTER TO ATTEND.  
<sup>3</sup> REQUIRED FOR NAVIGATOR, PILOTING OFFICER, SENIOR QM, AND BRIDGE AND CIC/CDC  
 OPERATOR ON SHIPS WITH ECDIS-N SYSTEMS.  
<sup>4</sup> EACH SHIP'S CIC/CDC RADAR NAV AND BRIDGE TEAM IS REQUIRED TO COMPLETE IAW CNSL/CNSP/CNAP/CNALINST 3540.4A (NAVDORM). NAV, CICO, RADNAV OFF, PILOTING OFF MUST ATTEND. CO MUST ATTEND FINAL DAY. FOR FDNF SHIPS: DUE LACK OF TRAINER FACILITIES, DURING MAINTENANCE PERIODS EXPLOIT UNDERWAY OPPORTUNITIES IN OTHER SHIPS FOR NAV TEAM MEMBER TRAINING AND UTILIZE ATG LTT AS SOON AS POSSIBLE FOLLOWING MAINTENANCE.  
<sup>5</sup> ATLANTIC FLEET SHIPS AND PACIFIC FLEET SHIPS HOMEPORTED IN SAN DIEGO. SHIPS ARE TO CONDUCT TWO 20-HOUR SHIPHANDLING AVAILABILITIES DURING THE IDTC. OTHER PACIFIC FLEET SHIPS VISITING SAN DIEGO SHOULD ARRANGE IN ADVANCE TO USE THE MSI TRAINER DURING VISIT.

MOB-S COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7 3	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
E-2G-2002 SURFACE SAR OFFICER (2D) <sup>1</sup>	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
K-060-2119 DOCKSIDE UNREP SIMULATOR <sup>2</sup> (2D)	X				X	X	X	X	X	X	X	X		X	X	X	X
K-060-2138 SWIMMER CERTIFICATION <sup>3</sup> (1D)	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
K-062-0625 RHIB COXSWAIN <sup>4</sup> (5D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
K-062-0634 BASIC BOAT COXSWAIN <sup>5</sup> (5D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
A-063-0001 (STEP CD-ROM) CD-ROM LOOKOUT TRAINING	6	6	6	6	6	6	6	6	6	8	8	6		6	6	4	4
K-221-2155 FUNDAMENTALS OF SAR (5D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
J-822-0039 BOATSWAIN MATE SUPERVISOR (10)					2	2	2	2									
(NO COURSE NR) (FTC/ATG) SRS SAR PROFICIENCY TRAINING <sup>6</sup>	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2

<sup>1</sup> CONTACT REGIONAL ATG FOR CLASS CONVENING DATES. FOR FDNF: EXPORTABLE TO JAPAN ANNUALLY. HC-3 IS QUOTA CONTROL (619) 545-5404.

<sup>2</sup> DRY HOOKUPS COUNT AS EQUIVALENCY

<sup>3</sup> ALL BOAT CREW MEMBERS IAW MILPERSMAN 6610120.

<sup>4</sup> TWO PER CRAFT.

<sup>5</sup> TWO PER CRAFT. NOT APPLICABLE TO SHIPS EQUIPPED ONLY WITH RHIBS.

<sup>6</sup> TWO HOURS EACH QUARTER OF IN-WATER TRAINING IS THE MINIMUM PROFICIENCY REQUIREMENT IAW OPNAVINST 3130.6 SERIES.

NCO COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7	D D 9 6 3	D D 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
A-2E-0085 VBSS BOARDING OFFICER <sup>1</sup>					4	4	4	4				2		2	2		
D-2G-0200 E-2G-0200 HELO CONTROL OFFICER (5D) <sup>2</sup>	1	1	1	1	1	1	1	1	1					1	1		
A-4H-0002 JOINT FLEET QA OFFICER/ SUPV <sup>3</sup> (3D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
A-4J-0020 AFLOAT SAFETY OFFICER <sup>4</sup> (12D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-4J-0021 AFLOAT ENVIRONMENTAL PROTECTION COORDINATOR <sup>5</sup>	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
S-5F-0014 LEGAL OFFICER <sup>6</sup> (30D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-7H-0006 ANTITERRORISM LEVEL III COMMANDERS COURSE <sup>7</sup>	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-8B-0045 SUPPLY INDOCTRINATION FOR LINE OFFICERS (33D)				1												1	1
K-041-2048 MAG SPRINKLER OPS/REP (4D)	2	4	4		3	3	3	3	2	2	2	2		2	2	1	1
A-050-0001 COMMAND TRAINING TEAM INDOCTRINA-TION (4D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
A-100-0076 AN/USM-646 TEST MEASUREMENT AND DIOGNOSTIC OPS/MAINT <sup>8</sup> (5D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
A-493-2099 SAFETY PROGRAMS AFLOAT <sup>9</sup> (5D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*

<sup>1</sup> REQ'D FOR BOARDING OFFICER AND ASST BOARDING OFFICER FOR SHIPS REQ'D TO ATTEND A-830-0020.

<sup>2</sup> E-2G-0200 IS THE PACFLT HCO COURSE; D-2G-0200 IS THE LANTFLT COURSE.

<sup>3</sup> EQUIVALENT IS SUBMARINE QA OFF/SUPV A-4H-0146

<sup>4</sup> TRAINING INCLUDED IN DEPARTMENT HEAD CURRICULUM WILL FULFILL THIS REQUIREMENT.

<sup>5</sup> PERSONNEL ASSIGNED AS APEC SHALL COMPLETE THE ICW SOFTWARE TRAINING OR THE NAVOSHENVTRACEN COURSE A-4J-0021 WITHIN SIX MONTHS OF ASSIGNMENT.

<sup>6</sup> NOT REQUIRED IF JAG OFFICER ASSIGNED (DESIG 2500)

<sup>7</sup> LEVEL III TRAINING SHOULD BE INCLUDED IN PCO PIPELINE OR SCHEDULED SEPARATELY.

<sup>8</sup> 2 GRADS PER STATION

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<b>COURSE INFORMATION</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7</b>	<b>D D 9 6 3</b>	<b>D D G 5 7</b>	<b>F G G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
A-500-0009 CMEO PROGRAM MGR (5D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
P-500-0020 PO1 LEADERSHIP <sup>10</sup> (12D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
P-500-0021 CPO LEADERSHIP <sup>11</sup> (12D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
P-500-0025 PO2 LEADERSHIP <sup>12</sup> (12D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
S-501-0100 COMMAND DAPA (5D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
S-501-0110 ADAMS FACILITATOR(5D) <sup>13</sup>	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2
S-501-0120 ADAMS SUPERVISORS(1D) <sup>14</sup>	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
S-501-0130 ADAMS LEADERS(1D) <sup>15</sup>	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
S-501-0140 URINALYSIS PROGRAM COORD (UPC)(1D) <sup>16</sup>	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
S-501-0150) PREVENT (3D) <sup>17</sup>	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
S-501-0160 ALCOHOL-AWARE (1D) <sup>18</sup>	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
S-541-0002 CMD FINANCIAL SPEC (CFS) TRAINING (5D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1

<sup>9</sup> 50% OF ALL DESIGNATED DIVISION SAFETY PETTY OFFICERS SHALL RECEIVE THIS TRAINING. FOR PAC SHIPS, COI OFFERED VIA VTT AT SDIEGO, BANGOR, PHBR, AND EVERETT.

<sup>10</sup> ALL E-6 MUST COMPLETE PRIOR TO ADVANCEMENT TO E-7. THIS COI REPLACES P-500-0034

<sup>11</sup> ALL E-7 MUST COMPLETE PRIOR TO ADVANCEMENT TO E-8. THIS COI REPLACES P-500-0036

<sup>12</sup> ALL E-5 MUST COMPLETE PRIOR TO ADVANCEMENT TO E-6.

<sup>13</sup> E6 AND ABOVE OR O3 AND ABOVE FOLLOWED BY CERTIFICATION TO PROVIDE ADAMS SUPERVISOR COURSE TO THEIR OWN COMMANDS AS COLLATERAL DUTY FACILITATORS.  
<sup>14</sup> E5 AND ABOVE PERSONNEL IN FIRST-LINE SUPERVISORY POSITIONS; RENEW EVERY FIVE YEARS.

<sup>15</sup> CO/XO/CMC CAREER REQUIREMENT PER OPNAVINST 5350.4C

<sup>16</sup> FOR LOCAL COMMAND UPCs TO MAINTAIN INTEGRITY OF URINALYSIS TESTING PROGRAMS.

<sup>17</sup> REF OPNAVINST 5350.4C. PREVENTION COURSE TARGETS 17-25 YEAR OLDS WITHIN FOUR YEARS OF ACCESSION; FOR PREVENTION EDUCATION AND HEALTH PROMOTION; NOT CONSIDERED TREATMENT;

<sup>18</sup> MANDATORY FOUR-HOUR, COMMAND-LEVEL ALCOHOL ABUSE PREVENTION AND DEGLAMORIZATION COURSE FOR ALL HANDS; REQUIRED WITHIN TWO YEARS OF ACCESSION.

NCO COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 7	F C G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
A-542-0013 DK TRAVEL <sup>19</sup> (12D)	2	2	2		2	2	2	2	2	2	2	2		2	2		
A-542-0014 DK FISCAL PROCEDURES <sup>20</sup> (12D)	2	2	2		2	2	2	2	2	2	2	2		2	2		
A-557-0001 JOINT FLEET QA INSPECTOR <sup>21</sup> (5D)	6	6	6	2	2	2	2	2	6	1 2	1 2	8		6	4	2	2
A-561-0006 RELIGIOUS PROGRAM SPEC ADV (MOBILE) (19D)	1	1	1		1				1	2	2	1					
S-570-0019 ELECTRONIC JOURNALISM (15D)										1	1				1		
D-600-0506 LANDING SIGNALMAN ENLISTED (5D)	2	2	2		2	2	2	2	2	1 2	1 2	4		2	4		
A-800-0027 FS MGMT AUTOMATED RECORDS KEEPER (11D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-800-0033 (STEP CD-ROM) CD-ROM FOOD SERVICE SANITATION <sup>22</sup>	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
A-800-0045 BAKING AND CAKE DECORATING (5D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-823-0017 SHIP SERVICE AFLOAT SENIOR REFRESHER (12D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1		
A-823-0019 SHIPS STORE RESALE OPS MGMT (ROM II) SYSTEM (19D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2		
J-830-0010 ANTITERRORISM TRAINING OFFICER <sup>23</sup> (2D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
J-830-0015 ANTITERRORISM OFFICER <sup>24</sup> (5D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2	2	2

<sup>19</sup> COMPLETION COI A-542-0015 SATISFIES THIS REQUIREMENT.

<sup>20</sup> COMPLETION COI A-542-0015 SATISFIES THIS REQUIREMENT.

<sup>21</sup> EQUIVALENT IS SUBMARINE QA INSPECTOR (A-4H-0146)

<sup>22</sup> ALL FOOD SERVICE PERSONNEL

<sup>23</sup> SHALL NOT BE THE ANTITERRORISM OFFICER.

<sup>24</sup> FORCE PROTECTION OFFICER AND CHIEF MASTER-AT-ARMS SHALL ATTEND.

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<b>COURSE INFORMATION</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7</b>	<b>D D 9 6 3</b>	<b>D D G 5 1</b>	<b>F G G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
A-830-0020 VBSS/MIO PROCEDURES (5D) <sup>25</sup>					2 T M	2 T M	2 T M	2 T M				1 T M	1 T M	1 T M	1 T M		
A-830-0033 ARMED SENTRY (12D)	2 7	2 7	2 7	1 8	2 7	2 7	2 7	2 7	3 6	3 6	3 6	2 7		2 7	2 7	1 8	1 8
A-830-0034 ATFP TRAINING SUPERVISOR (26D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-830-2214 FORCE PROTECTION FUNDAMENTALS TRAINING (FPFT) <sup>26</sup> (5D)	2 5	2 5	2 5	1 3	2 5	2 5	2 5	2 5	4 9	4 9	4 9	2 5		2 5	2 5	1 3	1 3
K-830-2223 SHIP SECURITY ENGAGEMENT WEAPONS (SSEW) (5D)	2 5	2 5	2 5	1 3	2 5	2 5	2 5	2 5	4 9	4 9	4 9	2 5		2 5	2 5	1 3	1 3
A-831-0003 BRIG STAFF AFLOAT <sup>27</sup> (12D)										*	*						
(NO COURSE NR) COSAL/USE/MAINT LOCAL ILO SITE	2 0	2 0	2 0	6	2 0	2 0	2 0	1 0	2 0	2 0	2 0	2 0		1 5	1 5	6	6
(NO COURSE NR) SHIPBOARD TRAINING TEAM (SBTT) (4D) <sup>28</sup>	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
(NO COURSE NR) STANDARDIZATION OF SHIPBOARD REPO COPY EQUIP MAINT TECH TRAINING <sup>29</sup>	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
(NO COURSE NR) TYCOM PCO/PXO AVIATION BRIEF (1D)	2	2	2	2	2	2	2	2	2	2	2	2		2	2		

<sup>25</sup> TEAM MUST TRAIN TOGETHER AND GRADUATE FROM SAME CLASS.

<sup>26</sup> ATO MUST ATTEND. FPFT AND SSEW ARE TO BE ATTENDED BY SAME INDIVIDUALS.

<sup>27</sup> SEE OPNAVINST 1640.8 TO DETERMINE NUMBER OF GRADUATES. NUMBER VARIES  
DEPENDING ON NUMBER OF NEC 9575 ASSIGNED.

<sup>28</sup> SEE ARTICLE 3114.

<sup>29</sup> 1 PER EQUIPMENT TYPE IAW SSRE COMMERCIAL SUPPORT CONTRACT.



STW COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
A-121-0017 TACTICAL TOMAHAWK WCS WATCH OFFICER (19D) <sup>1</sup>					3	3	3										
K-121-0525 ADV TOMAHAWK (ATWCS) WATCH OFFICER (19D) <sup>2</sup>					3	3	3										
A-121-0555 (STEP CD-ROM) VLS MK41 QUAD 0 INTERACTIVE MULTIMEDIA INSTRUCTION (1D)					2	2	2										

<sup>1</sup> ALSO AVAILABLE IN STEP CD-ROM FORMAT

<sup>2</sup> ALSO AVAILABLE IN STEP CD-ROM FORMAT

SUW COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
J-041-0103 AMMO ADMIN (5D)	1	5	5	1	2	2	2	2	1	2	2	2		2	2	1	1
J-041-0145 .50 CAL OPS/MAINT <sup>1</sup> (3D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
J-041-2104 ROLMS (5D)	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
J-041-2236 MK38 25MM MG OPS/MAINT <sup>2</sup> (9D)	*	*	*	*	*	*	*	*	*	*	*	*		*	*	*	*
A-113-0125 <sup>3</sup> GCS MK 160 MOD 8/OSS MK46 MOD 1 DIFFERENCES (12D)							3										
J-113-0133 HARPOON CANISTER HANDLING <sup>4</sup> (1D)					T M	T M	T M										
S-198-0041 (STEP CD-ROM) THERMAL IMAGING SENSOR SYSTEM (TISS)					2	2	2										

<sup>1</sup> TWO GRADUATES PER MOUNT FOR UNITS EQUIPPED.

<sup>2</sup> TWO GRADUATES PER MOUNT FOR UNITS EQUIPPED. (GUNS MAY BE PERMANENTLY INSTALLED OR SCHEDULED FOR TEMPORARY INSTALLATION FROM ROTATIONAL POOL ASSETS.

<sup>3</sup> ALSO AVAILABLE IN STEP CD-ROM FORMAT

<sup>4</sup> MIN TEAM SIZE 12 PERSONNEL

USW COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A O R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	J C C	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
K-2E-4634 SINGLE SHIP ASW <sup>1</sup> (12D)					T M	T M	T M	T M										
K-2E-4635 TASK GROUP ASW TEAM TRAINING <sup>2</sup> (5D)					T M	T M	T M	T M										
K-2G-0539 ASW EVALUATOR <sup>3</sup> (26D)					2	2	2	2										
K-2G-2502 COORDINATED ASW (5D)					2	2	2	2										
K-050-2131 LAMPS AVIATION ORDNACE HANDLING (4D) <sup>4</sup>					T M	T M	T M	T M										
J-123-0568 MK32 SVTT OPS/MAINT (11D)					2	2	2	2										
K-130-0074 AN/UQN-4 SONAR SOUNDING SET OPS/MAINT <sup>5</sup> (5D)	1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
K-130-0213 AN/WQC-2 OPS/MAINT <sup>6</sup> (5D)				1	1	1	1	1									1	1
K-130-1074 BASIC ACOUSTIC ANALYSIS REFRESHER (BAAR) <sup>7</sup> (12D)					*	*	*	*										
K-130-1075/1130 AN/SLQ-25/25A OPS/MAINT <sup>8</sup> (5D/3D)	2	2	2		2	2	2	2	2	2	2	2	2		2	2		
K-130-1083 SQQ-89 OBT ASW INPORT TRAINING (ASWIT)(2D) <sup>9</sup>					*	*	*	*										

- <sup>1</sup> SCHEDULE PRIOR TO TSTA I. 1 TEAM MIXED BLUE/GOLD WATCHSTANDERS (INCLUDING TAO) AND 3 CSTT MEMBERS.
- <sup>2</sup> SCHEDULED ICW INTERMEDIATE AND ADVANCED TRAINING IN PREDEPLOYMENT WORKUP.
- <sup>3</sup> COI K-210-0500 CAN SATISFY ONE REQUIREMENT. ONE GRAD MUST BE ASWO.
- <sup>4</sup> GRADUTES ARE QUALIFIED AS INDIVIDUAL BANDERS. CERTIFICATION FOLLOWS GRADUATE AT PCS TRANSFER. EACH SHIPBOARD BANDER MUST REQUALIFY ANNUALLY. MINIMUM OF 4 BANDERS PER SHIP.
- <sup>5</sup> HOLDERS OF NEC ST-0402, 0414, AND 0455 RECEIVE THIS COURSE AS PART OF PIPELINE TRAINING, AND FULLFILL THIS REQUIREMENT.
- <sup>6</sup> HOLDERS OF NEC ST-0402, 0414, AND 0455 RECEIVE THIS COURSE AS PART OF PIPELINE TRAINING, AND FULLFILL THIS REQUIREMENT.
- <sup>7</sup> APPLICABLE TO ACOUSTIC ANALYSTS, NEC 0445 AND/OR 0450, MIN REQUIREMENT IS 2 GRADS PER SHIP PER YEAR.
- <sup>8</sup> HOLDERS OF NEC ST-0402, ST-0407, ST-0415 AND ST-0430 RECEIVE THIS COURSE AS PART OF PIPELINE TRAINING AND FULLFILL THIS REQUIREMENT.

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USW COURSES-SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D G 5 1	F G 7	J C C	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 /4 9	M C M	M H C 5 1
K-130-1116 SQQ-89(V)-T OBT MAINTENANCE <sup>10</sup> (5D)					2	2	2	2										
K-130-1117 SQQ-89(V)-T OBT OPS/ADMIN <sup>11</sup> (12D)					2	2	2	2										
K-221-0078 ASTAC PROFICIENCY MAINTENANCE <sup>12</sup> (5D)					*	*	*	*										
(NO COURSE NR) (FTSC) SDRW/SRD (3D) <sup>13</sup>					*	*	*	*										

<sup>9</sup> SCHEDULE PRIOR TO FEP. TAILORED TRAINING FOR 1 TEAM IS REQUIRED. AFTER FEP, SHIPS ARE ENCOURAGED TO SCHEDULE AS REQUIRED TO MAINTAIN PROFICIENCY.

<sup>10</sup> AN/SQQ-89(V) ON BOARD TRAINER (OBT) EQUIPPED SHIPS ONLY. HOLDERS OF NEC ST-0415 RECEIVE THIS COURSE AS PART OF PIPELINE TRAINING AND FULFILL THIS REQUIREMENT.

<sup>11</sup> AN/SQQ-89(V) ON BOARD TRAINER (OBT) EQUIPPED SHIPS ONLY. HOLDERS OF NEC ST-0415 RECEIVE THIS COURSE AS PART OF PIPELINE TRAINING AND FULFILL THIS REQUIREMENT.

<sup>12</sup> AS REQUIRED BY OPNAVINST 1211.2 (SERIES)

<sup>13</sup> ASWO AND ALL STG PERSONNEL MUST ATTEND ANNUALLY.

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## MAINTENANCE COURSES - SHIPS

COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
J-041-0137 GUN BARREL INSPECTION AND MAINTENANCE (4D)					2	2	2	2									
A-100-0144 2M TECHNICIAN RECERTIFIER REQUALIFICATION (5D)	2	2	2	2	2		2	2	2	4	4	2		2	2		
A-101-0212 HIERARCHICAL YET DYNAMIC RADIO (HYDRA) AN/SRC-55(V) MAINTENANCE (19D)	2	2	2		2		2	2	2	2	3	2		2	2		
A-101-2701 (STEP CD-ROM) BASIC ELECTRONICS ADMINISTRATION	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-101-2702 (STEP CD-ROM) CD-ROM ORGANIZATIONAL ELECTROMAGNETIC COMPATABILITY	2	2	2	1	2	2	2	2	2	2	2	2		2	2	1	1
A-102-0063 AN/APX-72 IFF TRANSPONDER MAINTENANCE (12D)	1	1	1	1	2		2	2	2	4	4	2		2	2		
A-198-0006 (STEP CD-ROM) ALTERATION INSTALLATION TEAM (AIT) PROCESS	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
K-221-0170 C2P MAINTENANCE (12D)					3		2		3	3	3	2					
A-623-0045 INTEGRATED VOICE NETWORK (IVN) SYS MAINTENANCE (54D)	2	2	2	2				2	2	2	2	2		2	2		
A-623-0106 INTEGRATED VOICE COMM SYS (IVCS) MAINTENANCE (33)					3		2										
S-651-0610 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) BOILER REPAIR (12D)										2	2						
S-651-0640 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) AUTOMATIC CONTROL VALVE (19D)										2	2						
S-651-0655 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) CENTRIFUGAL PUMP REPAIR (19D)										2	2						
S-651-0675 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) SAFETY VALVE REPAIR (19D)										2	2						

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<b>COURSE INFORMATION</b>	<b>A G F</b>	<b>A O E 1</b>	<b>A O E 6</b>	<b>A R S 5 0</b>	<b>C G 4 7 3</b>	<b>D D 9 6 5 1</b>	<b>D D G 5 7</b>	<b>F C G 7</b>	<b>L C C</b>	<b>L H A</b>	<b>L H D</b>	<b>L P D 4</b>	<b>L P D 1 7</b>	<b>L S D 3 6</b>	<b>L S D 4 1 / 4 9</b>	<b>M C M</b>	<b>M H C 5 1</b>
S-651-0685 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) VALVE REPAIR (19D)										2	2						
S-651-0692 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) PIPING FABRICATION AND REPAIR (19)										2	2						
K-652-0063 WOODWARD GOVERNOR MAINTENANCE (9D)										2	2						
S-652-0624 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) DIESEL ENGINE REPAIR (19D)										2	2						
S-652-0625 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) DIESEL FUEL SYSTEMS AND GOVERNOR REPAIR (19D)										2	2						
S-652-0630 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) AIR COMPRESSOR REPAIR (19D)										2	2						
S-652-0672 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) HEAT EXCHANGER, COOLER AND DISTILLING PLANT REPAIR (19D)										2	2						
S-652-0680 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) FLEX HOSE REPAIR (10D)										1	1						
S-652-0690 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) HYDRAULIC SYSTEM SERVICE AND REPAIR (19D)										1	1						
S-652-0715 ONBOARD MAINTENANCE TRAINING (OMT) PROGRAM AIR COMPRESSOR REPAIR (19D)										2	2						
S-652-5025 ONBOARD MAINTENANCE TRAINING (OMT) PROGRAM EPA REFRIGERANT TECHNICIAN CERTIFICATION TRAINING (5D)										2	2						

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COURSE INFORMATION	A G F	A O E 1	A O E 6	A R S 5 0	C G 4 7	D D 9 6 3	D D 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 3 6	L S D 4 1 / 4 9	M C M	M H C 5 1
S-662-0621 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) ELECTRIC MOTOR REPAIR (33D)										4	4						
S-662-0622 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) ELECTRICAL EQUIPMENT REPAIR (19D)										4	4						
A-670-0041 (STEP CD-ROM) CD-ROM GENERAL PURPOSE ELECTRONIC TEST EQUIPMENT	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1
A-670-0063 FIBER OPTIC MAINT TECHNICIAN <sup>1</sup> (5D)	5	1	1	1	2	1	2	2	5	5	5	2		1	1	2	2
A-690-0001 (STEP CD-ROM) CD-ROM LARGE SHIP PULPER OPERATIONS	2	2	2		2	2	2		2	2	2	2		2	2		
A-690-0002 (STEP CD-ROM) CD-ROM SMALL SHIP PULPER OPERATIONS				1				1									
A-690-0003 (STEP CD-ROM) CD-ROM PLASTIC WASTE PROCESSOR OPERATOR COMMERCIAL EQUIPMENT	2	2	2	2	2	2	2	2	2	4	4	2		2	2		
A-690-0004 (STEP CD-ROM) CD-ROM LARGE SHIP PULPER MAINTENANCE	2	2	2		2	2	2		2	2	2	2		2	2		
A-690-0005 (STEP CD-ROM) CD-ROM SMALL SHIP PULPER MAINTENANCE				2				2									
A-690-0009 (STEP CD-ROM) CD-ROM METAL/GLASS SHREDDER MAINTENANCE	2	2	2	2	2	2	2	2	2	2	2	2		2	2		
S-701-0665 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) SHEET METAL REPAIR (19D)										2	2						
S-702-0650 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) MACHINERY SHAFT ALIGNMENT (5D)										4	4						
S-720-0640 BATTLE FORCE MAINTENANCE ACTIVITY (BFMA) AIR CONDITIONING AND REFRIGERATION (19D)										4	4						

<sup>1</sup> IF FIBER OPTIC SYSTEM INSTALLED.

AFLOAT STAFF COURSES

COURSE INFORMATION	C R U D E S G R U	D E S R O N	M I N W A R C O M	M C M R O N	P H I B O R U	P H I B O R U	S U B F O R U	NOTES/COMMENTS
P-00-3335 JOINT ELECTRONIC WARFARE STAFF OFFICER (12)	1							
S-2E-4637 AEGIS AFLOAT STAFF TRAINING (5D)	X							ALL CCDG WATCHSTANDERS
K-2E-3119 JOINT MPF STAFF PLANNING (5D)					2	2		
J-2E-4316 FIRE SUPPORT COORDINATION IN MAGTF OPS (12D)					2	2		
K-2G-0037 AMW INDOCTRINATION (5D)				1	3	3		
K-2G-0042 AMW TACTICS AND WARGAMING (3)					3	*		PHIBRON STAFF AND SUBORDINATE UNIT TACTICAL WATCHSTANDERS AND PLANNERS
K-2G-0045 SUPPORTING ARMS COORDINATION CENTER (5D)					*	*		ALL AMW STAFF (USN/USMC) ASSIGNED SACC DUTIES
J-2G-0048 EXPEDITIONARY WARFARE STAFF PLANNING (5D)				1	2	3		
K-2G-0079/J-2G-0079 STAFF TACTICAL WATCH OFFICER (19D)	7	4			2	3		ONE MUST BE OPS OFFICER
K-2G-0127 OTH-T C4I (5D)						2		INTEL OFFICER (1630) AND IS.
A-2G-0525 ASWC STAFF TRAINING <sup>1</sup>		*						
J-2G-0966 (2D) OPSEC STAFF PLANNER	2	1		1	1	1	1	
J-2G-2302 GLOBAL COMMAND AND CONTROL SYSTEM MARITIME WATCH OFFICER (3D)	2	2			1	1		
A-2G-2758 MINE WARFARE CORE (12D)	1	3	*	*	1	1		*ALL MINEWARCOM AND MCMRON STAFF OFFICERS
A-2G-2767 BF MCM OFFICER (3D)	1		3	3	1	1		
K-2G-3005/J-2G-0007 TLAM TACTICAL COMMANDER (4D)	3	3						

<sup>1</sup> SEA COMBAT COMMANDER STAFF ATTEND PRIOR TO COMPTUEX



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**AFLOAT STAFF COURSES**

<b>COURSE INFORMATION</b>	<b>C R U D E S G R U</b>	<b>D E S R O N</b>	<b>M I N W A R C O M</b>	<b>M C M R O N</b>	<b>P H I B O R U</b>	<b>P H I B O R U</b>	<b>S U R F G R U</b>	<b>NOTES/COMMENTS</b>
J-2G-4200 INFORMATION OPERATIONS					1	1		
K-2G-5001 JOINT FORCE AIR COMPONENT AUGMENTATION STAFF COURSE (JASC) (5D) <sup>2</sup>	7	1			2	3		
K-2G-7000 TOMAHAWK MDS STAFF EMPLOYMENT (3D)	3	3						
J-3A-2951 NAVAL INTEL OFF SENIOR COURSE (12D)	*		*		*	*		ACOS INTEL (N2)/INTEL OFFICER (1630)
K-3A-5034 BASIC SHIPBOARD INTEL (12D)		1		1			1	STAFF COLLATERAL DUTY INTEL OFFICER
S-3C-0001 SECURITY MANAGER (5D)	1	1	1	1	1	1	1	
V-4C-0013 EKMS MANAGER (12D)	2	1	1	3	1		2	
A-4H-0173 CDC TAO (40D)	6	4		3	6	3	2	SWOS DEPT HEAD IS EQUIVALENT
A-4J-0020 AFLOAT SAFETY OFFICER <sup>3</sup> (12D)	1				1			
S-4J-3302 (CSMTT) AVAITION SAFETY OFFICER (38D)	1	1						LANT ONLY
S-5F-0014 LEGAL OFFICER (30D)				1			1	
S-8A-0004 PLANNING JLOTS OFFLOAD OPERATIONS (3D)					4	1		
A-8B-0008 AFLOAT HAZMAT COORDINATOR <sup>4</sup> (2D)	1		1		1			
J-041-0103 AMMO ADMIN (5D)	1	1	1		1		1	

<sup>2</sup> CCDG: JAG,AIR OPS, AAIR OPS, STRIKE OPS, ADC, TLAM, APS; DESRON: AIR OPS; PHIBGRU: AIR OPS, INTEL; PHIBRON: OPS, AIR OPS, INTEL.

<sup>3</sup> TRAINING INCLUDED IN DEPARTMENT HEAD AND PXO CURRICULUMS FULLFILLS THIS REQUIREMENT.

<sup>4</sup> TRAINING INCLUDED IN DEPARTMENT HEAD AND PXO CURRICULUMS FULLFILLS THIS REQUIREMENT.

AFLOAT STAFF COURSES

COURSE INFORMATION	C R U D E S G R U	D E S R O N	M I N W A R C O M	M C M R O N	P H I B O R U	P H I B O R U	S U R F O R U	NOTES/COMMENTS
A-050-0001 COMMAND TRAINING TEAM INDOCTRINATION (4D)	3		2		3	2		ALL CTT MEMBERS - OPNAVINST 5354.1B
S-062-0022 RULE OF LAW, DISCIPLINE, MIL OPS AND HUMAN RIGHTS	1							
A-121-0007 MCM MEDAL SUPERVISOR (12D)				3				
J-150-2957 INTELLIGENCE SURVEILLANCE RECONNAISSANCE AND TARGETING ARCHITECTURE MANAGEMENT (ISRT-AM) (12D)	2				1	1		INTEL OFF (1630) AND IS.
J-150-2966 EXPEDITIONARY WARFARE INTEL (EWIC) (12D)					1	2		INTEL OFF (1630) AND IS.
S-198-0041 TISS COMPUTER BASED TRAINING	2	2				2		
K-221-0120 LHA NTDS TACC TEAM TRAINING (5D)						*		AS PRESCRIBED BY PHIBRON COMMANDER
K-221-0124 MULTI-TADIL (TACTICAL DIGITAL INFORMATION LINK) TRACK DATA COORDINATOR(19D)	3	1						
J-243-0984 SCI ADMINISTRATION AND PHYSICAL SECURITY (5D)	3		1		1	1		
S-243-5040 JTF INTEL MANAGER (5D)	1				1	1		INTEL OFF (1630)
S-243-5045 JDISS BASIC OPERATOR (5D)						1		
B-300-1000 SURFACE FORCE MEDICAL INDOC (5D)						*		HM NOT HOLDING NEC HM-8425
A-500-0009 CMEO PROGRAM MANAGER	1	1	1	1	1	1	1	E-7 OR ABOVE
S-501-0100 DAPA (5D)	1		1	1	1		1	
S-501-0150 PREVENT	*	*	*	*	*	*	*	10% OF COMMAND
S-501-0120 ADAMS FOR SUPERVISORS								ALL E-7 AND ABOVE ATTEND SUPERVISOR COI.

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<b>COURSE INFORMATION</b>	<b>C R U D E S G R U</b>	<b>D E R O N</b>	<b>M I N W A R C O M</b>	<b>M C M R O N</b>	<b>P H I B G R U</b>	<b>P H I B G R U</b>	<b>S U R F G R U</b>	<b>NOTES/COMMENTS</b>
S-501-0130 ADAMS FOR LEADERS	*	*	*	*	*	*	*	COMO/CSO/CMC ATTEND LEADER COI
S-512-0009 LEGAL CLERK (12D) <sup>5</sup>	*	*	*	*	*	*	*	
K-551-3553 TACTICAL SHIPLOAD PLANNING					2	1		
S-570-0019 ELECTRONIC JOURNALISM					1			
K-821-2142 ENGINEERING PROPULSION FUELS/OILS & JP-5 TESTING (4D)				1	1			
J-830-0010 ANTITERRORISM TRAINING OFFICER (ATTO) (2D)	1	1	1	1	1	1	1	
J-830-0015 ANTITERRORISM OFFICER (ATO) (5D)	1	1	1	1	1	1	1	

<sup>5</sup> FOR STAFFS WITHOUT ASSIGNED LN

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E S O D M R E	E O D M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G	M S D	H D C U N I T	
K-2E-3107 ARG/MEU (SOC) STAFF PLANNING (12D) <sup>1</sup>																				X						
K-2E-3119 MPF STAFF PLANNING (5D)																	3 0									
K-2G-0037 AMPHIB WARFARE INDOCTRINATION (5D) <sup>2</sup>	X	2	X	1		1		1									X		2	X	1		1			1
J-2G-0044 AMPHIBIOUS AIR-SPACE OPERATIONS COORD <sup>3</sup> (2D)																				X						
K-2G-0045 SUPPORTING ARMS COORDINATION (5D) <sup>4</sup>																				*						
J-2G-0048 EXPEDITIONARY WARFARE STAFF PLANNING (5D) <sup>5</sup>	X	3	X											2	1	1	X		1	X	1		1	7		1
K-2G-0079 J-2G-0079 STAFF TACTICAL WATCH OFFICER (19D)														2	1					2						
K-2G-0127 OTH-T C4I (5D) <sup>6</sup>																					X		X			X
K-2G-0438 LCAC OFFICER INDOC (5)	7																									
J-2G-0966 OPSEC PLANNING (2D) <sup>7</sup>														1							X		X			X

<sup>1</sup> DET E-7 AND ABOVE. ACTUAL PLANNING SATISFIES THE REQUIREMENT.

<sup>2</sup> ALL TACRON DET OFFICERS. FOR OTHERS, ALL DET OIC.

<sup>3</sup> LANTFLT COMMANDS ONLY. ALL DET OFFICERS

<sup>4</sup> ONE OFFICER PER DET.

<sup>5</sup> TACRON: ALL DET OFFICERS. MSD: ALL OFFICERS AND 1 CPO. FOR OTHERS, ALL DET OIC.

<sup>6</sup> ONE PER WATCH SECTION

<sup>7</sup> ONE PER DET.

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U D E T	N S C T O N E	N R F E S O D M R E	E O D M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
E-2G-2002 SAR OFFICER (2D) <sup>8</sup>																			X						
K-2G-2207 SR QM NAVIGATION (12D)						1																			
J-2G-2302 GLOBAL COMMAND AND CONTROL SYSTEM MARITIME WATCH OFFICER (5D) <sup>9</sup>												1	1						*				1		1
J-3A-0952 INTEL REFRESHER (5D)					1								2	1											1
S-3C-0001 SECURITY MANAGER (5D)					2			1					1	1											1
A-4A-0016 FACILITY PLANNER (5D)				1	1								1												
A-4A-0048 FACILITIES PROJECTS SEM (3D)				1									1												
V-4C-0013 EKMS MANAGER (12D)				1	1	1		1	1				1								1		1	2	1
A-4J-0020 AFLOAT SAFETY OFFICER <sup>10</sup> (12D)	1	1	1	1									1												
S-5F-0011 MILITARY JUSTICE SENIOR OFFICER (5D)		1		1	2	1		1	1				1					1					1		
S-5F-0014 LEGAL OFFICER (30D)	1	1	1	1	1	1			1				1				1		1	1					
S-8A-0004 PLANNING JLOTS OFFLOAD OPS (3)		4															1 0								

<sup>8</sup> ONE OFFICER PER DET.

<sup>9</sup> ONE OFFICER PER DET.

<sup>10</sup> TRAINING INCLUDED IN DEPT HEAD AND PXO CURRICULUM WILL FULLFILL THIS REQUIREMENT.

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E S O D M R E	E O D M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
A-8B-0008 AFLOAT HAZMAT COORDINATOR <sup>11</sup> (2D)	1	1	1	1	1	1		1	1					1	1											
A-8B-0045 SUPPLY INDOC FOR LINE OFFICERS (33D)				1	1	2											1									
A-8C-0013 SHIP LOADING/ STOWAGE (12D)																		7								
J-041-0103 AMMO ADMIN (5D)	1	1	1	2	2	2	1	1	2	1	1			2	1	1	2				1	1	1	2		
J-041-0145 50 CAL OPS/MAINT (4D)																						1			3	
J-041-2104 ROLMS ADMIN (5D)					2				1					1	1										2	
J-041-4001 40MM MK 19 MOD 3 MG OPS AND MAINT (4D)																									3	
A-050-0001 COMMAND TRAINING TEAM INDOC (4D) <sup>12</sup>	1		1	1	5	2		1	1					1			1				X	X	X		X	
G-060-2040 RESERVE CARGO HANDLING SUP (12) <sup>13</sup>																*										
K-060-2138 SWIMMER CERTIFICATION <sup>14</sup> (1D)	X		X			2			2			2	2	X	X		X				X	X			2 4	
S-062-0002 OPDS ENG & "I" LEVEL MAINT (12D)																	1 0									

<sup>11</sup> TRAINING INCLUDED IN DEPT HEAD AND PXO CURRICULUM WILL FULLFILL THIS REQUIREMENT.

<sup>12</sup> X = ONE PER UNIT.

<sup>13</sup> ALL RESERVE DET E7 AND ABOVE.

<sup>14</sup> ALL BOAT CREW MEMBERS IAW MILPERSMAN 6610120.

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U D E T	E O D M U O N E	N S C T O D M U	N R F E O D M R E	E O D S M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
S-062-0003 OPDS COXSWAIN (12)																	1 0									
S-062-0007 PATROL CRAFT WEAPONS MAINT (28D)																									2	
K-062-0014 ROLL ON ROLL OFF DISCHARGE FACILITY (12)																	2 6									
K-062-0015 LCAC PROF (5D)	9 0																									
K-062-0016 OPDS SINGLE ANCHOR LED MOOR (SALM) TECH (17D)																	5 0									
K-062-0101 OPDS OPERATIONS TECH (17)																	1 2									
K-062-0625 RHIB COXSWAIN <sup>15</sup> (5D) <sup>23</sup>					*	X	X	X	X	X	X	X	X	X	X						X				1 2	
K-062-0634 BASIC BOAT COXSWAIN <sup>16</sup> (5D)					*	X	X	X	X	X	X	X	X	X	X							X				
K-121-0181 C4I SYSTEM ENGINEERING (5D) <sup>17</sup>																					X		X			X
K-130-1074 BAAR <sup>18</sup>																					X					
J-150-2957 INTELLIGENCE SURVEILLANCE RECONNAISSANCE AND TARGETING ARCHITECTURE MANAGEMENT																					1		1			

<sup>15</sup> 2 PER BOAT  
<sup>16</sup> 2 PER BOAT, ALL EOD PERSONNEL  
<sup>17</sup> 1 PER WATCH SECTION  
<sup>18</sup> ALL STs

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E S O D M R E	E O D S H O R E	E O D M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
J-150-2966 EXPEDITIONARY WARFARE INTEL (EWIC) (12D) <sup>19</sup>						X															X				1		1
K-221-0120 LHA NTDS TACTICAL AIR CONTROL (5D) OR J-221-0334 LHD ACDS OPERATOR TRAINING (9D) <sup>20</sup>																					X						
K-243-0974 INTEL PHOTOGRAPHY (5D)				1	1	1	1	1		1		1			X	X											
S-243-5045 JDISS BASIC OPS (5D)																									1		1
B-300-1000 SURF FORCE MED INDOC (5D) <sup>21</sup>																						X	X	X			X
B-322-1075 SHIPBOARD PEST MGMT (2D)																			1								
B-322-2101 FOOD SAFETY MANAGER / SUPERVISOR COURSE (5D)																						1			1		
B-322-2320 (EPMU) HEAT STRESS (1D) <sup>22</sup>	1	1	1	1	1	1		1	1						1	1		1					X	X	X		X
G-431-0001 READINESS IMPROVEMENT TRAINING <sup>23</sup>					*																						
G-431-0007 EXPLOSIVE DRIVER (2D) <sup>24</sup>					*	*	*	*	*						4	4											

<sup>19</sup> ALL INTEL OFF (1630) AND IS PERSONNEL

<sup>20</sup> ALL TACC/ SACC WATCHSTANDERS. (WHICHEVER COURSE IS MOST APPROPRIATE)

<sup>21</sup> HMs NOT HOLDING NEC 8425

<sup>22</sup> ALL HMs

<sup>23</sup> ALL EOD PERSONNEL

<sup>24</sup> MU NEEDS 40 HR COURSE; ALL EOD PERSONNEL



STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E O D M R E	E O D S M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
G-431-0011 CAST MASTER (5D)					1 2	3	2	2						1	1											
G-431-0013 MK 16 DIVER SUPV(14D)					8	3	2	1		1					2											
G-431-0015 HELO ROPE SUSPENSION TRAINING MASTER (12D)				1 0	9	4	2	1		2																
G-431-0017 SMALL UNIT TACTICS (SMUT) (5D) <sup>25</sup>					*	1	*	1						1 0	1 5											
G-431-0019 MCM (READIMPT RELATED) (5D) <sup>26</sup>					*	1	*	1																		
G-431-0020 UNDERWATER ORD (READIMPT RELATED) (5D) <sup>27</sup>					*	1	*	1							1 5											
G-431-0021 SURFACE ORD (READIMPT RELATED) (4D) <sup>28</sup>					*	1	*																			
G-431-0022 IMPROVISED EXPLOSIVE DEVISES (READIMPT RELATED) (3D) <sup>29</sup>					*	1	*																			
G-431-0023 NUCLEAR WEAPONS (READIMPT RELATED) (4D) <sup>30</sup>					*	1	*																			

<sup>25</sup> ALL EOD PERSONNEL

<sup>26</sup> ALL EOD PERSONNEL

<sup>27</sup> ALL EOD PERSONNEL

<sup>28</sup> ALL EOD PERSONNEL

<sup>29</sup> ALL EOD PERSONNEL

<sup>30</sup> ALL EOD PERSONNEL

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E S O D M R E	E O D S M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
G-431-0024 CHEMICAL WEAPONS (READIMPT RELATED) (4D) <sup>23</sup>					*	1	*																			
G-431-0026 BASIC COMMUNICATIONS (0) <sup>23</sup>					*	1	*	1	2		2		2	1	1	0	5									
A-431-0049 MARINE MAMMAL SYS OPERATOR (35D)								4		4																
A-431-0065 ADV ACCESS & DISABLEMENT (12D)					2 2	4 4	2		1 1																	
A-431-0075 EOD MIXED GAS DIVING UBA (12D) <sup>31</sup>					*	*	*	*		*	*	*														
K-431-0082 MK16 UBA OPERATOR (12D) <sup>32</sup>					*	*	*	*							2											
K-431-0084 STATIC LINE JUMPMaster (18D) <sup>33</sup>				1	3	3	*		3	2																
G-431-0085 RAM-AIR PARA TRANSITION (15D) <sup>34</sup>				1	*	3	*	3	2																	
K-431-0093 MK16 UBA MAINTENANCE AND REPAIR (5D)																										
S-431-0119 EOD TACTICAL TRAINING (26D)						1	*				*			1	1	0	5									

<sup>31</sup> ALL EOD PERSONNEL

<sup>32</sup> ALL EOD PERSONNEL

<sup>33</sup> 25% OF QUALIFIED STATIC LINE JUMPERS

<sup>34</sup> ALL QUALIFIED JUMPERS

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E S O D M R E	E O D S M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
S-431-1000 VSW MCM BASIC OPS (0)								2 9																		
A-493-2099 SAFETY PROGRAMS AFLOAT (5D)	1		1	1	1	1			1					1	1											
K-495-0051 GAS FREE ENGINEER <sup>35</sup> (5D)						1								*	2											
J-495-0412 GEN SHIPBOARD FIRE FIGHTING (1D) <sup>36</sup>	*		*			1	1	1						*	*		*									
A-500-0009 CMEO PROGRAM MANAGER	1	1	1	1						1						1	1				1					
P-500-0020 PO1 LEADERSHIP (12D) <sup>37</sup>	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
P-500-0021 CPO LEADERSHIP (12D) <sup>38</sup>	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
P-500-0025 PO2 LEADERSHIP (12D) <sup>39</sup>	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
S-501-0100 DAPA (5D) <sup>40</sup>	*	*	*	1	2	1		1	1					*	*	*	*	1	1	1	@	@	@			@
S-501-0120 ADAMS FOR SUPERVISORS <sup>41</sup>	*		*	*	*	*		*	*	*				*	*		*							*		
S-501-0130 ADAMS FOR LEADERS <sup>42</sup>	*		*	*	*	*		*	*	*				*	*		*									
S-501-0150 PREVENT <sup>43</sup>																								*		

<sup>35</sup> 1 PER MDSU SALVAGE DET.

<sup>36</sup> ALL DET PERSONNEL. INCL MDSU LCU CREW

<sup>37</sup> ALL E-6 MUST COMPLETE PRIOR TO ADVANCEMENT TO E-7

<sup>38</sup> ALL E-7 MUST COMPLETE PRIOR TO ADVANCEMENT TO E-8

<sup>39</sup> ALL E-5 MUST COMPLETE PRIOR TO ADVANCEMENT TO E-6

<sup>40</sup> \*1 PER 250, @ 1 PER UNIT

<sup>41</sup> ALL E-7 AND ABOVE ATTEND SUPERVISOR COI.

<sup>42</sup> COMO/CSO/CO/OINC/CMC ATTEND LEADER COI

<sup>43</sup> 10% OF COMMAND

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E S H O R E	E O D S H O R E	E O D M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
A-651-0070 AIR COMPR & COMPR AIR SYS COMPONENT MAINT (16D)					1	2			1						2	2											
K-652-2146 HYDRAULIC SYSTEMS (12D)						1									1	1											
J-690-0068 FORKLIFT TRUCK OPERATOR (3D) <sup>44</sup>					2				1						4	2										3	
S-821-0020 AA BULK FUEL/BULK WATER SYSTEM TECHNICIAN (12)																		6 0									
S-821-0024 AMW BULK LIQUID TRANSFER SYSTEM (12)																		6 0									
K-821-2142 PROPULSION FUELS/ OILS & JP-5 TESTING (4D)						1			1										1								
A-822-0012 TRANSPORTATION OF HAZARDOUS MATERIALS (12D)																										2	
J-822-0039 BOATSWAIN MATE SUPV (10D)															2	1	3										
J-830-0010 ANTITERRORISM TRAINING OFFICER (2D)	1	1	1		2				1						1	1	1	1	1	1	1	1	1	1	1	0	1
J-830-0015 ANTITERRORISM OFFICER (5D)	1	1	1	1	2				1						3	1		1				1	1	1	4	1	
A-830-0033 ARMED SENTRY (12D)															2 5	1 5										6 8	

<sup>44</sup> COI IS SINGLE-SITED AT EWTGLANT. PAC ACTIVITIES SHOULD ARRANGE TRAINING WITH THE NEAREST PWC OR NSY PUGET SOUND FOR PNW AREA.

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U D E T	E O D M T O N E	N R F E S O D M R E	E O D S H O R S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
A-830-0034 ATFP TRAINER (26D)													1	1										1	
A-830-2214 FPFT (5D) <sup>45</sup>																				5	5		7	5	
K-830-2223 SSEW (5D) <sup>46</sup>																							7	5	
K-860-0010 (USA) PARACHUTE RIGGER (82D) FT LEE, VA				1	3	3			2																
(USA) 8C- F9/811 MIL STD TRANS MOVEMENT PROC													1	1	6										
(USA) 8C- SI3S/553-F4 AIR DEPLOYMENT PLANNING (5D)													1	1										2	
(USA) ZEF6/001-F15 MIL FREEFALL JUMPMASER				1	3	3			2																
(USAF) USAF174N PHOENIX READINESS (12D)																								3	9
(USAF) USAF209N PHOENIX RAVEN (12D)																								6	
(USAF) 35AZA1105000 4N-F3/860-FI AIRDROP LOAD INSP (5D) <sup>47</sup>						2			1																
(USAF) H-81- 3556 AIRLIFT LOADMASTER <sup>48</sup>								2					2	2						@	@	@		@	

<sup>45</sup> MSF DET: DET LESS HM1

<sup>46</sup> MSF DET: DET LESS HM1

<sup>47</sup> 1 PER PIC DET

<sup>48</sup> \*1 PER MDSU SAL DET, @2 PER UNIT

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E S O D M R E	E O D S M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
(USCG) PSU01 TPSB LEVEL II BOAT COXSWAIN (12D)																									1 2	
(USMC) USMC108N CREW SERVED WEAPONS (5D)														4	4										5 4	
T60000-0000 AIRLIFT OF HAZMAT SAVANNAH IL/ROTA SP <sup>49</sup>					1	4	4	1	1	2	1	1	1	1	1	1	6									
(NO COURSE NR) GPS SYS TRAINING				1		4	1	1	2	1	1	1	1	1	1	1										
(NO COURSE NR) NAVY CRAFTMASTER TRAINING				1		2		1	2																	
(NO COURSE NR) EMERG VEHICLE OPER <sup>50</sup>					X	X		X	X	X	X	X	X													
(NO COURSE NR) DOWTY SIDE SCAN SONAR OPER/MAINT												2						1								
(NO COURSE NR) HARP TRAINING				1		3				2																
(NO COURSE NR) OCCUPATIONAL NOISE AND HEARING CONSERVATION	1	1	1		1	1			1						1			1								
(NO COURSE NR) AQUA AIR A/C REPAIR					2																					
(NO COURSE NR) NAVY NUC ADV EOD TRAINING				1	5	6		4																		
(NO COURSE NR) NISC INTEL INDOC				1	2	1		1							1	1										

<sup>49</sup> 1 PER DET, 1 PER MDSU SAL DET

<sup>50</sup> ALL EMERG VEHICLE OPERATORS

STAFF/UNIT COURSES

COURSE INFORMATION	A C U	B E A C H G R U	B M U	E O D G R U	E O D T E U	E O D M U	E O D M U D E T	N S C T O N E	N R F E S O D M E	E O D S H O R E	E O D M S	E O D O C D	E O D A S D	E O D M C D	M D S U	M D S U M D S D	N A V C H A P G R U	P H I B C B	C O O P M I N R O N	T A C G R U	T A C R O N	M I U W U N I T	I B U	N C W G S T A F F	M S D	H D C U N I T	
(NO COURSE NR) 871 DIESEL MAINT AND OVERHAUL (10D)						2			2						1												
(NO COURSE NR) CPR TRAINING <sup>51</sup>	3	1	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3									
(NO COURSE NR) CESE MGMT SEMINAR				1	1	1									2			1									
(NO COURSE NR) NUCLEAR CRITICALITY LOS ALAMOS				1	5	2		4																			
(NO COURSE NR) DEFENSE SMALL PURCHASE SCH, FISC SAN DIEGO & NORVA (5D)				2	2	2			1						1												
(FACTORY COURSE) RIX COMPRESSOR MAINT						2			1	1					1	1											
(FACTORY COURSE) ONAN MARINE GEN FACT SVC, MINN MN (5D)						2			1						1	1		3									
(FACTORY COURSE) KLINE SIDE SCAN SONAR OPER.MAINT						1							4						1								
LANTFLTTRACEN LOW INTENSITY CONFLICT TRAINING				1		4	2	2		2	3				4	2											
(NO COURSE NR) SERE SCHOOL <sup>52</sup>						4		3							1	1											
															0	5											

<sup>51</sup> \*ALL QUAL DIVERS, ANNUAL CERT

<sup>52</sup> THE FOLLOWING ACTIVE SERE SCHOOLS ARE AVAILABLE: D-2G-0028, D-2D-0039, D-012-0001, E-2D-0039, E-2D-0047, E-2D-0036 AND E-012-0001.

APPENDIX E

GLOSSARY

**AWC** - Air Warfare Commander

**ADP** - Automated Data Processing, computer based processing of information and files, and the associated equipment.

**Afloat Training Group** - Primary training organization for ship basic phase training.

**APTS** - Acoustic Proficiency Training Systems is an acoustic analysis computer based training device available at FLEASWTRACEN, FTC Norfolk, and all ATGs. It is used for initial and refresher training of acoustic analysts.

**ARE** - Aviation Readiness Evaluation, a biannual evaluation preceding the aviation certification of aviation capable ships.

**ASMD** - Anti-Ship Missile Defense.

**ASTAC** - Anti-submarine Tactical Air Controller

**AT** - Annual Training. Reserve personnel annual active duty for training.

**AT/FP** - Anti-terrorism / Force Protection, refers to measures to enhance unit and personnel security through threat indoctrination, awareness training and physical security measures.

**ATG** - *See* Afloat Training Group

**ATRC** - AEGIS Training Readiness Center

**ATT** - Aviation Training Team.

**BAF** - Back-up Alert Force, part of ship's internal physical security organization.

**Battle Group Inport Exercise** - *See* BGIE.

**BFIMA** - Battle Force IMA, part of the concept of fostering an intermediate level maintenance capability in the Battle Force (BFIMA) or in the ARG (ARGIMA).

**BFTT** - Battle Force Tactical Trainer, an onboard training capability being developed / installed in some ship classes.

**BGIE** - Unit, Warfare Commander or Group-level exercise designed to enhance participating units' tactical proficiency through the conduct of training scenarios delivered by the inport training architecture.

**CANTRAC** - Catalog of Navy Training Courses.

**CART** - *See* Command Assessment of Readiness and Training

**CASREP** - Casualty Report, an operational report to report equipment / material casualties.

**CCOI / COI** - Critical Contact of Interest / Contact of Interest, terms to indicate level of importance of contact information

**CINTEX** - Combined inport training exercise

**CIWS** - Close in weapons system, also called PHALANX. Variants Block 1 and Block 2.

**CLF** - Combat Logistics Force

**CMTQ** - *See* Cruise Missile Tactical Qualification -

**Command Assessment of Readiness and Training**, CART 1 is a ship conducted review of personnel assignments and training requirements for the next IDTC. CART 2 is an ISIC conducted, ATG assisted, post maintenance period assessment of the ship's training needs for the basic phase of training.

**COMSEC** - Communications Security

**CRC** - Communication Readiness Certification,

**CREWCERT** - Crew Certification Program,

**CRS** - Canister Round Simulator, missile simulator for RAM.



**CSRR** - Combat Systems Readiness Review

**Cruise Missile Tactical Qualification**, a biannual, in most cases, required certification for Tomahawk and Harpoon equipped ships.

**CSCCE** - Combat Systems Casualty Control Exercise

**CSOOW** - Combat Systems Officer of the Watch

**CSOSS** - Combat Systems Operational Sequencing System .

**C4ISR** - Command, Control, Communications, Computer, Information, Surveillance & Reconnaissance

**C5RA** - Combat Systems, Command, Control, Computers, and Communications Readiness Assessment

**CSSQT** - Combat Systems Ship Qualification Trials

**CSTT** - Combat Systems Training Team

**DARTS** - Air Deployable Acoustic Readiness Training System is an acoustic analysis training system for HSL aircrews. ATGPAC is converting AIR DARTS scenarios to be compatible with the AN/SQQ-28(V) for shipboard training.

**DBM** - Data Base Manager, a watchstander who correlates non-real time contact locating information.

**DCTT** - Damage Control Training Team

**DFS** - Departure From Specifications.

**DORA** – Diving Operational Readiness Assessment. A critical assessment of a salvage ships diving program.

**DT** - Developmental Test, part of the test and evaluation process of introducing new systems into the fleet

**ECC** - Engineering Casualty Control

**EDVR** - Enlisted Distribution Verification Report.

**EEBD** - Emergency Escape Breathing Device

**EKMS** - Electronic Keying Material System, formerly CMS.

**EMATT** - MK 39 Expendable Mobile ASW Training Target.

**EMCON** - Emission control

**EMO** - Electronics Material Officer

**Engineering Certification** – an ISIC conducted, ATG supported process that assures a ship is ready in propulsion training, operations and material. Conducted every 24 months.

**EOCC** - Engineering Operational Casualty Control, standard procedures to control anticipated casualties.

**EOOW** - Engineering Officer of the Watch

**EOP** - Engineering Operational Procedures

**EOSS** - Engineering Operational Sequencing System

**E-Cert** - *See* Engineering Certification.

**ESWS** - Enlisted Surface Warfare Specialist

**ETT** - Engineering Training Team

**EWEX** - Electronic Warfare Exercise, typically an inport training exercise.

**EWTG** – Expeditionary Warfare Training Group.

**FCTC** – Fleet Combat Training Center.

**FDNF** - Forward Deployed Naval Forces, ships and staffs permanently homported in overseas locations.

**FEP** - Final Evaluation Period. ISIC conducted event. Culmination of basic training phase.

**FIREX** - An acronym to describe firing portions of NSFS qualification. FIREX 1 is initial qualification, FIREX 2 is requalification.

**FOTC** – Force Over-the-horizon Track Coordinator.

**FTSC** – Fleet Technical Support Center.

**FXP** - Fleet Exercise Publication. A series of publications that describe training exercises in all mission areas for all platforms. Distributed on NTIC CD-ROM.

**GMT** - General Military Training

**HERO** - Hazards of Electromagnetic Radiation to Ordnance, refers to a prohibition on types of electromagnetic radiation while handling ordnance, etc.

**IA** - Initial Assessment.

**IBFT** – Integrated Battle Force Training, primary management tool for use in identifying training requirements for C4ISR systems.

**IDT** - Individual Drill for Training - Reserve personnel weekend training..

**IDTC** - Interdeployment Training Cycle, term used to describe the maintenance and workup period between deployments.

**IET** - Inport Emergency Team (IET)

**IOBT** - Internal On-board Trainer is the standalone AN/SQS-53D (EC-16/84) active sonar training subsystem.

**IOP** - Items Of Priority. LOA, IA, Basic Phase Training or UD may identify IOP's for which a ship requires outside repair or technical assistance, or where a class problem is suspected.

**ISIC** - Immediate Superior in Command

**ITT** - Integrated Training Team

**JQR** - Job Qualification Requirements - a locally prepared qualification for which PQS does not exist.

**LOA** - Light Off Assessment

**LOK** - Level of Knowledge

**LRTP** - Long Range Training Plan

**LTT** - Limited Training Team

**MCM** - Mine countermeasures, also mine countermeasures class ships.

**MDU** – Mission Data Update.

**MEF** - Mid-East Force, non-battle group ships deployed to the Arabian Gulf

**MOVREP** - Movement report, and operation report concerning the location and movement of ships and staffs.

**MRC** - Maintenance Requirement Card, part of the Planned Maintenance System, on which steps, material and personnel requirements for a specific maintenance action are listed.

**MTT** - Medical Training Team, *also* Mobile Training Team

**NAVOSH** - Navy Occupational Safety and Health, a term used to describe training related to these areas.

**NEC** - Navy Enlisted Classification, a code used to describe enlisted skills gained through formal schools or experience. Used by the distribution system to fill designated billets with required skills.

**NFC** - Numbered Fleet Commander; i.e., C2F, C3F, C5F, C6F or C7F.

**NMETL** - Navy Mission Essential Task List

**NOBC** - Navy Officer Billet Code, a code used to describe officer skills gained through experience.

**NRF** - Naval Reserve Force

**NSFS** - Naval Surface Fire Support, formerly Naval Gunfire Support (NGFS)

**NSTM** - Naval Ship's Technical Manual.

**NTMPS** - Navy Training Management and Planning System.

**NTP** - Navy Tactical Publication

**NTSP** - Navy Training System Plan, document used to describe required training for new systems planned for fleet introduction. Formerly Navy Training Plan (NTP)

**OBT** - Onboard Trainers

**OCSOT** - Operational Combat Systems Overall Test, a recurring combat systems PMS check.

**ODCR** - Officer Distribution Control Report

**ONI** - Office of Naval Intelligence

**OOB** - Order of Battle, a listing of military resources; e.g., enemy order of battle is a list of enemy forces which are arrayed against friendly forces.

**OOC** - Out of commission, referring to equipment or material casualties.

**OPSEC** - Operational Security

**ORM** - Operational Risk Management, a process of assessing potential risk in operations and training.

**OT** - Operational Test, part of the test and evaluation process of introducing new systems into the fleet

**PACFIRE** - Pre-action calibration. Test firing of guns prior to surface action/exercises. Used to determine arbitrary correction to hit (ACTH).

**PADS** - Passive Acoustic Display Simulator is an acoustic analysis computer based training (CBT) device.

**PBFT** - Planning Board for Training

**PDT&T** - Post Delivery Test and Trial

**PMS** - Planned Maintenance System.

**POFA** - Programmed Functional Operational Analysis

**PQS** - Personnel Qualification System, a formal qualification system in theory, systems and watch qualifications.

**PRT&T** - Post Repair Test and Trial

**QA** - Quality Assurance

**RAM** - Rolling Airframe Missile, an new short range AW weapons system being introduced in some ship classes.

**RBO** - Repair Before Operate. Equipment found during IA to be unsafe to operate shall be designated RBO.

**Repair 8** - The electronic casualty control organization in non-CSOSS ships.

**RO** - Restricted Operations. A ship assessed as unable to obtain or maintain standards, in the judgement of the ISIC, will be designated for restricted operations.

**ROC** - Required Operational Capabilities

**ROE** - Rules of Engagement

**RSO** - Readiness Support Organization

**SALVTRA** - Specialized maritime diving and salvage training for salvage ships.

**SAT** - Security Alert Team, part of the shipboard physical security organization.

**SCLISIS** - Ship Configuration and Logistics Support Information System

**SCOT** - System Consolidated Operability Test.

**SEAOPS** - Safe Engineering and Operations, name of a series of manuals which are the primary reference for LCAC operations.

**SELRES** - Selected Reservists

**SESI** - Shipboard Explosive Safety Inspection

**SOMMTIP** - Ship's Overhaul Modernization Manning and Training Information Program

**SORM** - Ship's Organization and Regulations Manual (OPNAVINST 3120.32)

**SORTS** - Status of Resources and Training Systems, an operational report describing

ships material and training readiness to perform its mission.

**SOT** – System Operability Test

**SRTS** - Short Range Training Schedule

**SSAAPP** - Surface Ship Acoustic Analysis Proficiency Program

**SSRNM** - Ship's Self Radiated Noise Measurement

**STT** - Seamanship Training Team

**SWO BST** - Surface Warfare Officer Billet Specialty Training, training identified by BUPERS for required enroute training.

**TADTAR** - Temporary Additional Duty Target. Money allocated to ships and staffs to support temporary additional duty (TAD) expenses.

**TAO** - Tactical Action Officer, key underway watch officer who may have weapons release authority in the temporary absence of the commanding officer.

**TCD** - Training Control Device allows the AN/SQQ-89(V)-T OBT on up to eight ships to run a coordinated, simultaneous ASW scenario.

**TEMADD** - Same as Temporary Additional Duty (TAD)

**TRMS** - TYCOM Readiness Management System.

**TRNGREP** - Training report. Vehicle for ships and units of the force to report accomplishment of required training.

**TSTA** - Tailored Ship Training Availability. The training period(s) between CART II and FEP, supported by ATG in accordance with ISIC / CO desires.

**TYCOM** - Type Commander

**UD** - Underway Demonstration.

**UUV** - Unmanned underwater vehicle

**VBSS** - Visit, Board, Search and Seizure, refers to measure used with respect to commercial shipping, typically in conjunction with counter-drug or maritime interception operations.

**VERTREP** - Vertical replenishment

**Warfare Specialty Training** - Formerly TSTA 4. This is specific training for amphibious warfare, mine warfare, or salvage ships conducted in conjunction with other basic training.

**WTRP** - Watch Team Replacement Plan.

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APPENDIX F

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